(ISSN 0363-7263)

JULY 1982

$1.50

RAILFAN

RAILFAN & RAILROAD

Motor cars to Baldwins to SD39s

Today's WESTERN ALLEGHENY: Coal and F7s

0 71896 48760 07

KODACHROME: ALTON B. LANIER

LOUISIANA & NORTH WEST did a complete "Gibsland rebuild" on ex-UP GP7 111, shown here as L&NW 50 at Magnolia, Ark., on January 28, 1982. See page 22.

Railnews

EKTACHROME: STAN MAILER

ENGINEER "Tiny" Goltz won a color TV for designing the new GB&W paint scheme (right) in an employees' contest. C424 312 is named for a former GB&W president.

KODACHROME: LON COONE

KODACHROME: ERIC BLASKO

EAST TENNESSEE & WESTERN NORTH CAROLINA acquired ex-SP RS32 4006 in December 1980. Shown at Johnson City, Tenn., on March 12, 1981, the 211 works with ET&WNC's two ex-SR RS3s.

KODACHROME: DARRELL LAND

WITH CALTRANS now supporting the San Francisco penninsula commute service, SP equipment is getting CalTrans colors. GP9 3187 was not yet lettered at Oakland on March 20, 1982.

AMAX COAL COMPANY used a painting of locomotives in this scheme in their advertising, and the "Can do America!" theme was applied to Amax/Peabody's Yankeetown Dock former-Bicentennial SD38-2 20, here at Wright Mine, Ind., on December 30, 1981. YDC has three SD38-2s, and two FM switchers and hosts Squaw Creek Coal's ex-AT&SF DL600Bs.

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From the Publisher's desk: Our CV book

When an anniversary comes along, not too many railroads are able to dig into an old roundhouse to pull out a suitably ancient piece of motive power or rolling stock to celebrate the occasion. There are exceptions, such as the BN's *Minnetonka*, the NYC's Buchanan No. 999 or the SP's *C. P. Huntington*. The Erie did its thing in 1951 by borrowing the B&O's *William Mason* and two old passenger cars and painting over the B&O lettering with a suitable Erie inscription.

Imagine our delight during the early 1960s while trundling through Waterbury, Vermont, in our Studebaker wagon to come face to face with and old friend: Canadian National 4-4-0 No. 40, freshly painted in Central Vermont lettering, sitting side-by-side with a freshly painted Geep in the then-new red, white and black bearing the CV's wiggly version of the new CN herald. Whatever merits the new color scheme had, we did admit to an instant preference to the traditional and far more regal light olive scheme.

Whatever preference our readers may have in CV color schemes, they'll find both in the new Carstens Railroad Monograph on the Central Vermont, now on press and which should be at better hobby shops, book stores and railroad museum gift shops by the time you read this (*Central Vermont*, $13.95, ISBN 911868-44-5, or C-44). If not available locally you can order direct from Carstens Publications, Inc., PO Box 700, Newton, NJ 07860.

Color schemes

We'll admit to an ambivalent attitude towards new paint schemes. When shooting Public Service of New Jersey trolleys years ago, we were delighted when wartime pressures resulted in cars which had been stored for years being returned to service in an older color scheme.

When the favorite local road changes color schemes, it results in a lot of new photography. I found no difficulty adjusting to Erie Lackawanna's maroon and gray once it became standard and suddenly found myself wishing I had more old original Lackawanna. The interim paint schemes, in which Erie and DL&W locos suddenly had applications of plastic sheet decal over earlier heralds, was painful but fun. So were the early attempts at new paint schemes in which black and gold became the new and temporary standard color.

As Southern Pacific's commuter operation changes over to very gaudy CalTrans colors (see facing page) on the peninsula route, I feel very comfortable in having a movie reel of SP in gray and red, interspersed every so often with red, white and blue as the Bicentennial GP40P rolls by. On my next visit I'll want to see the change and photograph it, and maybe feel extra good if a train rolls by with a standard SP engine on the point.

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cover

The "Blue Dragon of Golden Valley" trundles through the suburbs of Minneapolis in 1974, the last summer of its operation. The last Baldwin centercab, Minneapolis, Northfield & Southern 21, is still intact today, although it's not likely she'll roar again. The story of the MN&S' diesels begins on page 48. Ektachrome by Stan Mailer.
A trio of Bessemer & Lake Erie F7s—with the middle one wearing the colors of the Pittsburgh & Conneaut Dock Co.—works the Bracken Loader at Hooker, Pa., on the Western Allegheny in August 1981. The history and contemporary operations of this fascinating B&LE line are covered in this issue—and the Fs are still running! Kodachrome by Jim Boyd.

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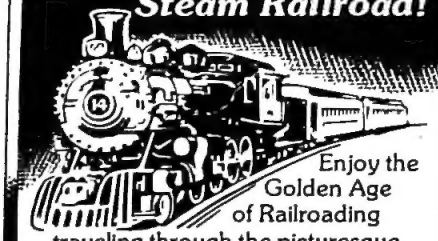

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Fanmail

B&H "244" Alco

Regarding the cover and the description on page 3 of the Bath & Hammondsport's ex-NKP S1 and its "burbling of an Alco 244," I assume the ducks in the pond were only mildly disturbed because someone was loudly playing a tape of an Alco 244 to cover up the really neat/cool chunking rumble of a well-maintained non-turbo'd 539 that the Lord intended and Alco installed in the S1. As a matter of observation, even the geese and chickens ignored the turkey with the 244 sounds.

JERRY MOYERS
Monroeville, Pa.

How did Bath & Hammondsport manage to squeeze a 244 engine into its No. 4? Our New Haven S1s always ran a lot better with their original 539 prime movers inside. While we're at it, Alcos don't "burble;" they *do* wheeze, gurgle, gasp and rumble—and bark when they're excited.

SCOTT HARTLEY
Glastonbury, Conn.

Okay, guys, lay off. I know the S1-S4 switchers have 539 engines and just had a lapse of memory when writing that caption. Turkey, indeed—J.B.

Farmrail Geep

I received the March '82 issue yesterday and found it quite good, especially since I'm an F-unit nut. However, on page 24 under RAILNEWS you mention that Farmrail in Oklahoma will obtain ex-FEC GP7 621. Dead wrong! Ex-FEC GP7 621 is and has been the property of the Columbus & Greenville Railroad since July 1978 when it was among the first three of their six ex-FEC GP7s to show up. And, the C&G has no plans to sell any of the Geeps, so it must be another number that Farmrail will acquire. My, how those Florida GP7s get around!

DAVID HURT
Columbus, Miss.

Right you are. Farmrail got ex-FEC GP7 620, not 621, along with the 617—J.B.

The Mohawk & Hudson

I enjoyed the article "Alco Empire" on New York State's shortline railroads in the March 1982 issue. I was surprised, however, by the comments concerning our company's acquisition of the Greenwich & Johnsonville and Salem and Washington branches of the D&H. Far from not being able to obtain funding, we are in the final stages of negotiations with the D&H for the purchase of the lines. It is our hope to start operations by early June.

I'm surprised at the erroneous information picked up by Mr. Armstrong during his November visit to the area since there has been considerable publicity about our activities. We have had strong support from the shippers and the communities along the line. In any event, I would like to invite messrs. Monte Verde and Crosby to visit us to do a follow-up on their article after we resume operations.

ANDREW M. WEIST, Executive V.P.
Mohawk & Hudson Transp. Systems
Scotia, N.Y.

VIA and the Busman

I thoroughly appreciated Bruce Nett's article "VIA and the Busman" in your March issue. It contained exactly the type of information which should receive wide currency, and I thank you for ensuring that it did.

PETER F. OEHM
GO North Committee
Toronto, Ont.

South Buffalo Creek

I would like to point out some errors in your March '82 issue. In the feature "Alco Empire," the lead photo of New York & Lake Erie S2 46 is not an ex-South Buffalo unit but really ex-Buffalo Creek Bicentennial 46. Also, the Dunkirk branch and the old Buffalo-to-Jersey City (BSW) line were connected since they were both constructed by the Erie. The Waterboro branch, incidentally, would not likely be profitable for the NY&LE as carloadings are low and most of the business at Agway in Kennedy will in all probability be serviced by the Jamestown yard crew. As of January the NY&LE has been embargoed in Erie County.

TIM HECKMAN
Wellsville, N.Y.

I must confess that being essentially a stranger to the Buffalo area I never really had the need to sort out in my own mind the various industrial properties in that area. It was not until the March issue was at the printer and I caught that error on the photo of NY&LE 46 that it suddenly struck me like a bolt of lightning that there were two *Alco-powered railroads with very similar names: the South Buffalo and Buffalo Creek. Good grief! Monte Verde and Crosby made no mention whatsoever of the Buffalo Creek. Had they missed an entire railroad? A panicky phone call to Dave Monte Verde calmed my fears. The Buffalo Creek Railroad, rostering seven Alco S2s, was owned 50% each by the Erie Lackawanna and Lehigh Valley and was absorbed into Conrail in 1976—which is why it wasn't covered as one of the 13 short lines, much to this editor's relief—J.B.*

Atlantic City gourmets

I enjoyed Dale Sanders' bit on the U.S. Steel Atlantic City operation. As one who has travelled some pretty remote places to shoot trains, may I add one bit of information about Atlantic City that can make a trip there more enjoyable. *Rocky Mountain Magazine*—one of those regional lifestyle publications—has classified the Miner's Delight Inn in Atlantic City as one of the West's ten best restaurants for year after year. To quote their review: ". . . off Highway 28. The menu changes daily and includes dishes from France, Italy and Spain, chosen at the owners' whim. Favorites are beef bourguignon

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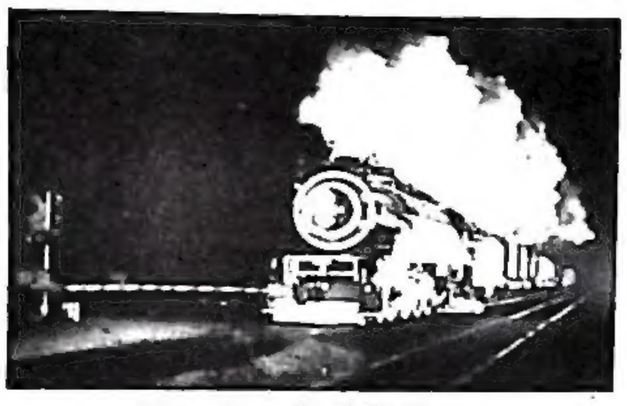

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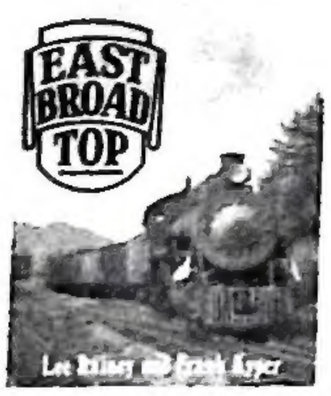

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and chicken Milan. Elegant, hospitable surroundings. Five course dinners, one menu each evening, $15.50 to $16.50. Reservations suggested. Children are welcome for Sunday dinner only." *Rocky Mountain* even referred to the Miner's Delight in its own promotional advertising observing that "... restauranteurs Georgina and Paul Newman have been in business 19 years—after graduating from cooking academies like those run by James Beard and Dione Lucas, plus sojourns to the Sorbonne to study sauces."

Imagine that. Going to the ends of the earth to shoot F7s and then sitting down to a gourmet meal in a town with a population of 52! Perhaps the cuisine of Atlantic City will be enough to bring the wives or girlfriends along on the chase.

DAVID R. BUSSE
Riverside, Cal.

Chessie 614

Your wrap-up stories on the 614 and the Chessie Safety Express project in the March 1982 issue of RAILFAN & RAILROAD were much appreciated. I was particularly taken by Fr. Dale Peterka's "ghost story" on page 38. I've traveled several hundred thousand miles by rail but have never found anything to match those crisp fall evening runs through the New River Gorge behind 614. The exhaust and whistling still echo in my mind.

Thanks for your frequent coverage of and support for the Safety Express.

W.F. HOWES, JR.
Vice President
Casualty Prevention Dept.
Chessie System

Another Emma tank

Come on now, that canteen behind Chessie's 614 ain't no "N&W" style. If you will look at the trucks and the way the tank meets the underframe, I believe you will see it is an ex-L&N auxiliary of some sort, possibly from an old "Big Emma" 2-8-4 tender.

THOMAS D. DRESSLER
Portsmouth, Ohio

The "N&W" canteen you mention on page 34 of March '82 R&R is an L&N M-1 2-8-4 tender converted by the railroad into a diesel fuel carrier, as you, yourself, correctly reported in the January 1981 issue. Rowland's two tenders are, I believe, from L&N 1975 and 1979.

GREG WHITAKER
Winter Park, Fla.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1982 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 2716 is ex-C&O 2-8-4; FP7s are green and gold diesels.

June 5, 2716 Spartanburg to Columbia, S.C., and return (GCC); **June 12,** 2716 Winston-Salem to Greensboro-Salisbury-Barber Jct.-Winston-Salem (WSN); **June 13,** 2716 Winston-Salem to Monroe, Va., and return (WSN); **June 19, 20,** FP7s Raleigh to Edenton, N.C., and return each day (ECN).

July 3, 2716 Greensboro to Spartanburg and return (GCN); **July 4,** 2716 Greensboro to Alexandria, Va., one way (GCN/ODC); **July 16,** 2716 Alexandria to Charlottesville and return for NMRA convention; **July 17, 18, 24, 25,** 2716 Alexandria to Charlottesville and return each day (WAC/CRRE).

August 7, FP7s Richmond to Keysville, Va., and return (ODC).

September 11, 12, 2716 Cincinnati to Muncie, Ind., via N&W and return each day (CRC); **September 18, 19,** 2716 Huntingburg to New Albany, Ind., and return each day (MCH); **September 25, 26,** 2716 Louisville to Lexington, Ky., and return each day (KRM).

October 2, 2716 Lexington, Ky., to Chattanooga, Tenn., one way (BRM); **October 3,** 2716 Chattanooga to Lexington one way (BRM); **October 9, 10,** 2716 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 16, 17, 23, 24,** 2716 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 30, 31** and **November 6, 7,** 2716 Atlanta to Toccoa, Ga., and return each day (ACN).

THE SPONSORING ORGANIZATIONS are: (GCC) Greater Greer Chamber of Commerce, P.O. Box 507, Greer, SC 29651; (WSN) Winston-Salem Chapter NRHS, P.O. Box 11321, Winston Salem, NC 27106; (ECN) East Carolina Chapter NRHS, Caboose 5228, Farmville, NC 27628; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (WAC/CRRE) Washington Area Chapters NRHS and Chesapeake Division RRE, P.O. Box 456, Laurel, MD 20810; (CRC) Cincinnati Railroad Club, P.O. Box 42213, Cincinnati, OH 45242; (MCH) Mayor's Committee of Huntingburg, P.O. Box 10, Huntingburg, IN 47542; (KRM) Kentucky Railway Museum, P.O. Box 295, Louisville, KY 40201; (BRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (OSN) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, 1844 West Rugby, College Park, GA 30337.

NOTE: Norfolk & Western Class J 4-8-4 611 is in the Southern Ry. locomotive shop at Birmingham being overhauled for service; trips may be scheduled as early as July 1982. With the merger of the N&W and Southern into the Norfolk Southern expected this summer, some schedule revisions may be made to accommodate the 611.

WHITE PASS & YUKON, Summer 1982. Steam locomotive 2-8-2 No. 73 will haul one-way parlor car excursions over the full 110-mile length of the narrow gauge White Pass & Yukon Railroad in 1982. It will operate southbound from Whitehorse to Skagway on June 7, July 5, August 1 and August 30, and will run northbound Skagway to Whitehorse on June 21, July 19, August 16 and September 22. Each trip is limited to 80 passengers, and advance reservations are required. Fare is

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LOS ANGELES, CALIFORNIA, June 4-7. Sacramento River train and boat excursion sponsored by the Pacific Railroad Society. Depart L.A. 8:25 p.m. Friday night on Amtrak's *Spirit of California*. At Oakland Saturday morning board riverboat *Cruise Captain* for 91-mile ride to Sacramento, staying overnight at Vagabond Inn. Visit Old Sacramento and California Railroad Museum. Return from Sacramento on Amtrak, arriving L.A. 9:00 a.m. Monday. Fares range $175 to $255. Contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516-2768. Phone afternoons 714/684-7458.

NEWARK, NEW JERSEY, June 5. Amtrak excursion from Metropark/Newark/New York to Valley Railroad at Essex, Conn., for steam-powered train ride and riverboat cruise. Eastbound on Amtrak 192 leaves Metropark 8:30 a.m. and returning on Amtrak 193 arriving Metropark 10:30 p.m. Fare $43, children under 12 $25. Contact: Jersey Central Railway Historical Society, c/o Homer Hill, Box 127, Bernardsville, NJ 07924; 201/339-3061.

GALESBURG, ILLINOIS, June 5-6. Galesburg's fifth annual "Railroad Days" with tour of BN yard and numerous family activities. Contact: Galesburg Area Chamber of Commerce, 154 E. Simmons St., Galesburg, IL 61041; 309/343-1194.

MIDDLETOWN, NEW YORK, June 11-13. "Railfan Weekend" bus excursion to Altoona, Pa., area sponsored by O&W Ry. Historical Society. Attractions include Horse Shoe Curve, Railroader's Museum, Portage Railroad, East Broad Top narrow gauge and other rail-interest locations. For full details contact: O&W Society, P.O. Box 713A, Middletown, NY 10940.

BOSTON, MASSACHUSETTS, June 12. B&M/MBTA excursion through the Berkshire Hills and B&M's Hoosac Tunnel with MBTA equipment to Rotterdam Junction and return. Depart Boston North Station 8:00 a.m. Side trip bus tour of Mt. Greylock available. No diner service; bring your own food. Fare $39.95. For details contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, MA 01830.

ST. LOUIS, MISSOURI, June 12. "Mark Twain Zephyr" excursion to Hannibal, Mo., with Amtrak equipment on BN (CB&Q). Tour historic Hannibal; river dinner cruise available. Leave Amtrak station (550 S. 16th St.) 3:00 p.m., arrive Hannibal 6:00 p.m., depart 9:00 p.m. and return to St. Louis 11:55 p.m. Fare $38. For details and options, contact: American Association of Railroaders, Inc., 3422 Osage St., St. Louis, MO 63118, or call 314/752-3148.

PLEASANT LAKE, INDIANA, June 13 and July 17. Little River Railroad special 20-mile round trip each day from Pleasant Lake to Hamilton over newly-opened right-of-way behind 4-6-2 110. Depart 11:00 a.m. EST. Food available on train. Pleasant Lake is 4.5 miles south of Angola, Ind., on Route 127. Reservations required. Contact: Little River Railroad, P.O. Box 178, Angola, IN 46703, or call 219/825-9182.

UNION PACIFIC 4-6-6-4 3985 will make a trip to Pocatello, Idaho, and Salt Lake City, Utah, in June for display and limited excursion work. The consist for most moves will be a combination of passenger and maintenance equipment plus a handful of hopper cars for coal, but the 3985 will be running unassisted. The tentative schedule is: June 16, Cheyenne-Green River; June 17, Green River Pocatello; June 18-20, display in Pocatello with special move on June 19 to head a UP executives' train into town; June 21, Pocatello-Salt Lake City; June 22-24, layover at Salt Lake City with display on June 25; June 26-27, passenger-hauling excursions SLC-Provo and return, one each day; June 28, SLC-Green River; and June 29; Green River-Cheyenne. Only the two Provo excursions out of Salt Lake City will carry revenue passengers.

CINCINNATI, OHIO, summer 1982. Private Car Excursions aboard privately-owned sleepers from Cincinnati: June 18-21 to Washington, D.C.; June 26-July 2 Boston via Chicago on Amtrak *Lake Shore* returning on *Cardinal;* July 10-23 and August 7-29, "Western Rails" to Denver with D&RGW option and Portland and Seattle. For details send large SSAE to: Rail Expo, 1100 Fifth and Race Tower, Cincinnati, OH 45202; 513/241-5347. Equipment also available for charter.

NICKEL PLATE 2-8-4 765. Tentative June 1982 schedule. June 13, ferry trip Ft. Wayne, Ind., to Bellevue, Ohio; June 19, excursion Bellevue to Orrville and return; June 20 or 25, ferry move Bellevue to Orrville; June 26-27, excursion each day Orrville to Bellevue and return. For details, send large SSAE to: Mad River & NKP Railroad Museum, P.O. Box 42, Bellevue, OH 44811.

SOUTH ELGIN, ILLINOIS, June 26. "Electric Railroad Fair '82" at the Fox River Trolley Museum, Route 31, South Elgin, 10:00 a.m. to 6:00 p.m. Day of special operations including transit cars, the oldest interurban in America and four-wheel open-side car. Family picnics. Displays of railroadiana and models plus trolley action films and art and craft displays and sales. All day pass $6 in advance, $8 at gate. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

PHILADELPHIA, PENNSYLVANIA, June 27. 75th Anniversary of Philadelphia & Western "Red Arrow Lines" will feature two separate trains of two Stratford-type cars and two Bullet cars on the Norristown High Speed Line and special birthday cake celebration. Leave 69th Street at 1:00 p.m.;

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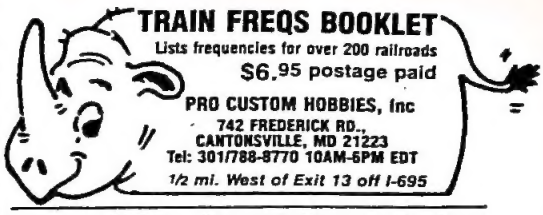

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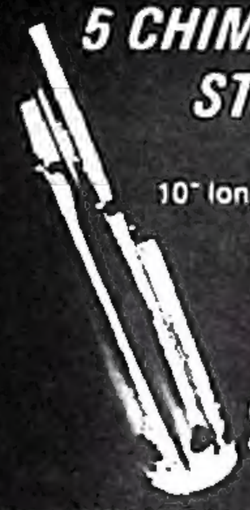

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SADDLE BROOK, NEW JERSEY, June 27. "Susquehanna Transfer" excursion on NYS&W from Little Ferry to Butler and return on all-dome passenger train using ex-AT&SF/ Auto-Train Super Domes and GP18s. Photo session at Little Ferry yard and Ramapo River bridge at Oakland. Capacity limited, reservations required; dome seats guaranteed for first 300 reservations. Fare $26. Contact: Recycling Railroads, Inc., 93 Main Street, Newton, NJ 07860, or call 201/ 579-1311.

PITTSBURGH, PENNSYLVANIA, July 3-4. Arden Trolley Museum's Third Annual Trolley Fair. New Orleans car 832, Philadelphia 5326, Red Arrow 66 and Pittsburgh 3756 will operate continuously over former-Pittsburgh Railways interurban track at museum. Activities include model displays, car shop tours and Trolley Carbarn Theater. Museum is off I-79, Meadow Lands Exit, 2½ miles north of Washington, Pa., on North Main Street. For brochure with map send large SSAE to: Pennsylvania Ry. Museum Assn., P.O. Box 832, Pittsburgh, PA 15230.

ST. LOUIS, MISSOURI, July 4-10. *Delta Queen* river cruise including chartered bus St. Louis to Cincinnati, six days and five nights on *Delta Queen* to Pittsburgh, bus tour of Pittsburgh, Amtrak *Broadway Limited* to Chicago and Amtrak *Ann Rutledge* back to St. Louis. Fares range $894-1269. Contact: American Association of Railroaders, Inc., 3422 Osage St., St. Louis, MO 63118; 314/752-3148.

DENVER, COLORADO, July 9-18. NRHS 1982 National Convention will include: July 9-13 Grand Circle Tour Denver to Durango on bus and *Rio Grande Zephyr* to include Durango & Silverton Narrow Gauge, Cumbres & Toltec and San Luis Central; July 14 Manitou & Pike's Peak; July 15 Georgetown Loop and Colorado Railroad Museum; July 16 UP steam trip; and July 17-18, Railfair '82. For further details and update, contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

PHILADELPHIA, PENNSYLVANIA, August 8. Special trolley tour on Media and Sharon Hill lines with center-door car 73 and Kawasaki LRV on two separate trips. Photo and refreshment stops. Leave 69th Street 12:30 p.m. and return about 5:30. Fare $12, kids $6. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

ALASKA, September 11-20. "Alaska Northern Express" tour of Alasks's railroads hosted by the Pacific Railroad Society includes Alaska Airlines from Seattle-Tacoma to Anchorage, special Alaska R.R. train to Seward over freight-only line, domeliner *Aurora* to Mt. McKinley and Fairbanks, bus tour on the Alaska Highway to Whitehorse and diesel mixed train on narrow gauge White Pass & Yukon to Skagway followed by special steam excursion behind 2-8-2 73 from Skagway to White Pass Summit and return. Return by CP Air to Seattle. Base fare is $1430 from Seattle. For options and full details contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516; 714/684-7458 (afternoons). Amtrak connections from California also available as part of tour.

THURSO, QUEBEC, September 12. Bytown Railway Society is running its annual excursion on the Thurso & Nation Valley Railway, the only logging railroad now in operation in eastern Canada. Travel in gondola behind GE 70-ton diesel. Accommodation strictly limited. Tickets $12 each. Thurso is 30 miles east of Ottawa, Ontario. Contact: Bytown Railway Society, Inc., P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1.

NORTH CONWAY, NEW HAMPSHIRE, September 18. Annual Railfan's Day at Conway Scenic Railroad with day-long activities including double-header steam trains, passenger trains in multiple sections and steam and diesel powered freight trains. Photo runs on 3.25% main line grade. Ride in 1898 Pullman parlor observation. See first-generation Alco and EMD diesels. Extra train to Intervale, N.H., over seldom-used trackage. Model railroad open house, other special exhibits and flea market. Slides and movies in the roundhouse. Regular fares apply on each train ride. For full details send SSAE to: Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860; 603/356-5251

CONTINUING OPERATIONS

NEW POLICY: Because this column cannot be a complete reference for comprehensively listing tourist and museum railways, we are going to restrict the entries under the "Continuing Operations" headings to unusual, new or otherwise significant operations (at the editor's discretion and on a space-available basis). The best source for up-to-date information on regularly scheduled steam/traction/museum operations is the *Steam Passenger Service Directory* published and updated each year by the Empire State Railway Museum, Inc., P.O. Box 666, Middletown, NY 10940 (914/343-4219). The 1981 edition sold for $4.50 postpaid, and the 1982 edition is expected in May 1982. This directory lists operating dates, schedules, fares and equipment for virtually every such operation in the U.S.A. and Canada and includes discount coupons for many of the railroads listed. We have found this publication to be extremely accurate and reliable.

INTERNATIONAL TOURS

SWITZERLAND, July 5-19. Skytrain Tours Ltd. second Swiss Tram & Train Tour including tramways in Zurich, Basel and Bern; rack railways at Pilatus, Rothorn (steam). Jungfrau and Gornergrat; Luzern Transportation Museum and main line railroading including St. Goddard, Simplon and Loetschberg tunnel routes. Option to continue travel on Eurail Pass. Contact: Swiss Train Tour, 100 Albertus Ave., Toronto, Ontario, Canada M4R 1J7.

SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

SOUTH AFRICA PHOTOGRAPHERS SPECIAL, July 20-August 14. Best of South Africa with emphasis on lineside photo opportunities. $1780 from London includes accommodation and share of car rental.

INDIA NARROW GAUGE, November 20-December 12. All important narrow gauge lines. $1795 from London, approx. $1200 from Bombay. Private car on certain sections.

CENTRAL CHINA, November 22-December 12. Peking/Datong south ending in Canton. $2820 from London, approx. $2100 from Hong Kong. Chinese-speaking guide and trip leader Dusty Durrant.

RAIL STUDY TOURS INTERNATIONAL, 164 Maple Avenue East, Vienna, VA 22180, has the following tours scheduled. Contact them at the above address for full itinerary and details. 703/356-8186.

EAST GERMANY, July 23-August 9. Visit all narrow gauge systems, cities with streetcars and observe remaining standard gauge steam.

WESTERN EUROPE. Travel through Holland, W. Germany, Switzerland, France and Belgium visiting railroad museums and preserved railways.

INDONESIA, September 4-25. Remaining main line steam and sugar mills. Sumatra mountain rack line and N. Sumatra palm oil estates, some of which use Mallets.

INDIA, PAKISTAN & NEPAL, November 17-December 12, 1982. Best of northern Pakistan including 4-4-0s and Kyber Pass, Ganges Plain of India and Nepal for Garratts.

BRISBANE, AUSTRALIA, September 18, October 2, 12. During the period of the XII Commonwealth Games the Australian Railway Historical Society will be running three special main line steam excursions on the 3'-6" Queensland Railways with 4-6-2, 4-8-0 and 4-6-0 power. For details contact: Mr. Ian Pringle, Tours Manager, Unit 11, 33 Mullens St., Hamilton, Q., 4007, Australia.

SOUTH AFRICA, November 7-19. Railfan steam tour of 2400 miles behind eleven different classes of locomotives with all-sleeper accommodations and dining car staged at sidings each night. Steam includes 25C condensing 4-8-4 and doubleheaded GMAM Garrats over Montague Pass. Fair is approx. $1165 from Cape Town including meals and sleeper. Contact: South African Railways, 535 Fifth Avenue, Room 1112, New York, NY 10017.

RAILROADIANA MEETS

GREENBURG'S GREAT TRAIN, MINIATURE & TOY SHOW, featuring railroadiana, model trains, doll houses, miniatures and toys, will be held at the following locations and dates. Times are 11:00 a.m. to 5:00 p.m., with admission $3 per day and tables $30. Contact: Lois Barger, 729 Oklahoma Road, Sykesville, MD 21784; 301/997-3056; for information on any meet.

BALTIMORE, MD., June 19-20. Baltimore Convention Center, Pratt and Sharp Streets, one block from Harbor Place. Plentiful parking facing Sharp Street entrance.

PITTSBURG, PA., July 24-5. Greater Pittsburgh Expo Center, Monroeville.

PHILADELPHIA, PA., August 7-8. Philadelphia Civic Center.

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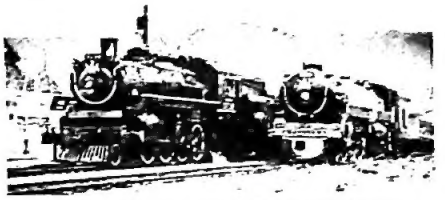

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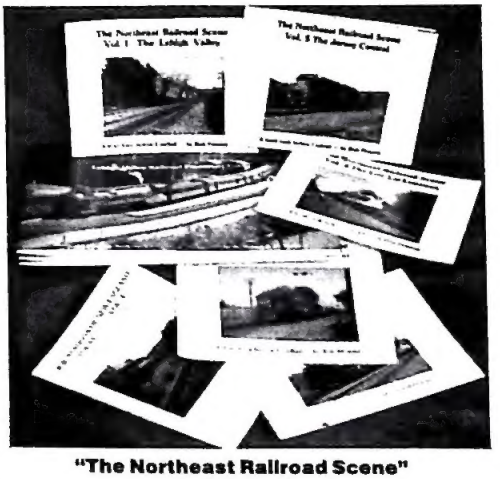

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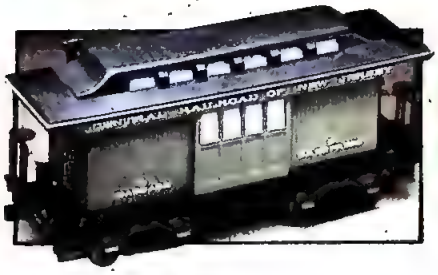

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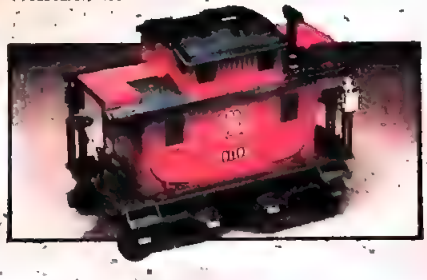

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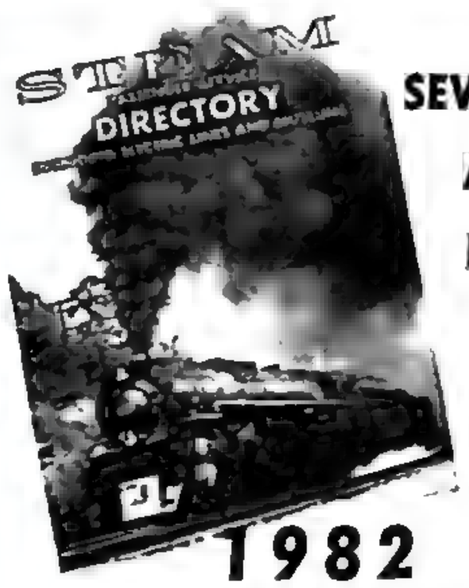
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ALBANY, NEW YORK, June 13. Capitaland Train Meet at Polish Community Center, Washington Ave. Extension. 10:00 a.m. to 4:00 p.m. Tables $9, $10 at door. Admission: adults $4.50, children 75¢. Contact: Len Welter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

ST. CHARLES, ILLINOIS, June 20, Sixth Annual Railroadiana Collectors Meet at the Kane County Fairgrounds, 10:00 a.m. to 5.00 p.m. Over 200 tables of railroadiana. For information send large SSAE to: Bev Birk, P.O. Box 1107 Wheaton, IL 60187.

GOLDEN, COLORADO, July 17-18. "Mile High Railfair" at Jefferson County Fairgrounds, 15200 W. 6th Ave , Golden, presenting all aspects of the rail hobby including models, artwork, antiques, manufacturers exhibits, collections of artifacts and movies. Saturday 10 00 a m to 6:00 p m and Sunday 10:00 a.m. to 5.00 p.m. Door prizes. Admission: $1 adults, 75¢ senior citizens, 50¢ kids under 12. Contact: Intermountain Chapter NRHS, P.O Box 5181, Terminal Annex, Denver, CO 80217

BUFFALO, NEW YORK, August 29. Western New York Ry. Historical Society Second Annual Railroadiana, Model Railroad & Toy Train Show at the Buffalo Convention Center, 10:00 a.m. to 5 00 p.m. Adults $1.50, kids under 12 50¢. Contact: WNYRHS Railroad Show, Box 416, Buffalo, NY 14221, or call 716/693-8512 or 716/692-3842.

Railroadiana

Product News

Train Freqs is the title of a new softcover publication from *Pro Custom Hobbies,* 742 Frederick Rd., Catonsville, MD 21228. This booklet lists the radio frequencies used by over 200 railroads in the U.S. and Canada compiled by Pro Custom as part of their business of selling radio scanners and crystals. It sells for $6.95 postpaid.

Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233, has just released an impressive 124-page 8¼ × 5½″ softcover book *Diesel Locomotive Rosters: United States, Canada, Mexico* by Charles W. McDonald. This compact reference book handsomely packages the diesel rosters of 91 railroads and commuter authorities, each with a typical action or roster photo. The rosters are neat and easy to read, and while they do not have the detailed acquisitions and dispositions footnotes and are often not "all-time diesel rosters," they cover the present-day rosters in detail and are—most importantly—dated for time-frame accuracy. The price is $6.50.

The Heisler Locomotive, by Ben Kline, Jr., is a 200-page 8½ × 11″ hardcover book to be released in April by the author. It will be a complete corporate history of Heisler and feature the full builder's list of geared locomotives and their owners as well as Heisler fireless and diesel locomotives. The builders list will be cross-indexed to permit easy reference of specific locomotives. The price is $20 plus $1.50 postage from *Benjamin F.G. Kline, Jr.,* 920 Wheaton Drive, Lancaster, PA 17603.

Chesapeake & Ohio Diesel Review by Carl Shaver is a 228-page softcover book featuring an illustrated Chessie System roster and all-time C&O/Pere Marquette diesel roster with lots of well-reproduced roster and action photos. The featured locomotive is the C&O U25B, the last of which were retired from the roster in 1980. The book has color covers and sells for $18.95 from *The C&O Historical Society,* 2610 McDaniel Ct., Dept. 12, Grove City, OH 43123.

Reservation Narrow Gauge is a 120-page 8½×11″ softcover book by John E. Lewis covering the last narrow gauge logging line in the Northwest, the Biles-Coleman Lumber Co. Omak Creek Railroad, which outlasted the famous Sumpter Valley by more than a year. It has very nicely reproduced photos and plans of Shays, Heislers and lots of logging rolling stock and equipment. The book is a remarkable value for $8.00 postpaid from *John E. Lewis,* Route 1, Box 123 B4, Seven Valleys, PA 17360.

The Delta Route, by Louis R. Saillard, is a 108-page hardcover illustrated history of the Columbus & Greenville in a very handsome package including maps, equipment drawings and lots of very well reproduced photos of steam and diesel era equipment. The book is published by the railroad as a part of its Centennial celebration and is available for $15.95 postpaid from *Sam Y. Wilhite, Chairman,* Columbus & Greenville Railway, P.O. Box 6000, Columbus, MS 39701. They also have a catalog of centennial items available for an SSAE.

O. Winston Link, in addition to making recordings and night photos of Norfolk & Western subjects in the late 1950s, acquired some hardware from the N&W in that era as well. One such item is the builders plate—Roanoke Shop No. 387, April 1950—from Class A 2-6-6-4 1242 which he is planning to reproduce in red bronze for sale at $95 each. Since a relatively expensive master mold must be made from the original, he is soliciting for reservations to be sure he has enough seriously interested customers before committing for production. The reproduction Class A plates will be in solid red bronze; anyone interested in such a plate at the $95 price, please contact *O. Winston Link,* 381 Park Avenue South, New York, NY 10016.

Address correction

In the March 1982 issue we mentioned Bob Turner's book *The Pacific Empresses* about the Canadian Pacific's trans-Pacific ocean liners but inadvertantly gave the correct address but wrong city for the publisher, *Sono Nis Press,* 1745 Blanshard Street, Victoria, BC, Canada V8W 2J8. The book, incidentally, is hardcover and sells for $34.95.

Traction Publications by Joe L. Diaz

THE TROLLEY TITANS, *A Mobile History of Atlanta. Interurbans Special No. 76* by O.E. Carson. This 178-page 8½×11″ hardbound book is a detailed illustrated history of street railway operations in Atlanta, Georgia, from the very first horse/mule car line through the electric railway era. Included is the motor and trolley bus scene and briefly the new modern MARTA heavy rail rapid transit system. There are over 130 photographs, a surprising number from the early years, well preserved and presented. Additionally there are in excess of 30 detailed route and trackage maps. This volume contains no car equipment details, drawings or roster. A second volume is planned, containing complete car equipment details, drawings and detailed route history. The book is dedicated to the memory of Frank J. Sprague and gives attention to his life and accomplish-

ments. Priced at $27.95 from *Interurban Press*, P.O. Box 6444, Glendale, CA 91205.

RAIL CITY: CHICAGO U.S.A. by George H. Douglas. This 350-page, 8½×11" hardcover, illustrated book is a comprehensive history of railroads in Chicago from the very beginning through to the present, containing interesting stories of the individual railroads and their relationship to the city, with good attention to the railroad stations. The major Chicago electric interurbans are covered in some detail in a chapter that includes several photographs along with reproductions of tickets, advertising brochures, etc. The small/minor interurban electric lines of the Chicago area are listed and described briefly on one page. Priced at $27.50 from *Howell-North Books*, San Diego, CA 92121.

UNDER PENNSY WIRES by Paul Carleton. This 320-page, 8½×11" hardbound is a revised second edition of the original 1977 edition which has been out of print. The story of the Pennsy electrification from the beginning through the glory years of Tuscan red electrics down to the present with Amtrak and Conrail is well covered in this fine volume. Along with ample text and technical information there are over 500 photographs well-chosen and presented herein. Many of the photographs are from the author's own camera. Paul Carleton has enjoyed a lifelong fascination with the Pennsy electrics, having first recorded his interest on film as a young boy. Priced at $35.00 from *D. Carleton Railbooks*, 158 Doretta Street, River Vale, NJ 07675.

LONDON'S UNDERGROUND by H. F. Howson. This is a 160-page, 6×9", hardbound, illustrated book in a completely revised version of the original edition of 1951. This is a very detailed and comprehensive work in every facet of the story of the underground from the beginning to the present. There are in excess of 70 photographs, every one well presented and of good interest. In addition to excellent coverage of the history of the system, the development of the underground train, signalling, track, power and passenger stations, tickets and traffic control, there is a detailed chronology of principal events on the system, also a listing in detail of the lines and routes, including a map. Priced at approximately $18.00 from *Ian Allan, Ltd.*, Shepperton TW17 8AS, England. Note: The above price represents the cost of currency exchange and shipping from England.

Film reviews

Eighty Four Forty Four, a 14-minute 16mm color optical-sound motion picture produced by the Union Pacific Railroad. Available for borrowing free of charge west of the Mississippi River or by a UP stockholder anywhere in U.S.A. Individual prints for sale at $250.

"They're very proud of it because it's their locomotive." The narrator makes that comment in the movie about Union Pacific's famed excursion 4-8-4, the 8444, and that sentiment pretty well sums up the spirit of this film. It doesn't preach safety, solicit traffic or try to get you to write your congressman about coal slurry pipeline legislation; it just asks you to enjoy a living piece of UP heritage. And when it's all over with, you'll probably feel like a real friend of the Union Pacific—and if you've got some oranges to ship or know a Congressman who's concerned about the effects of a slurry pipeline, well, who knows . . .

The fact is that the Union Pacific has prepared a highly entertaining and delightful look at their favorite steam locomotive, and it's something no railfan should miss seeing. It begins with still photos of 4-8-2s and briefly outlines why the UP needed the 4-8-4 in the 1930s—and then pulls a slick transition from blueprint drivers to the drivers of 8444 at speed, and they're off and rolling. A nicely paced variety of camera angles and lighting effects shows the big 4-8-4 on the road as "railroaders" narrate with bits of commentary against some lush background music or locomotive sounds.

There are some sequences in the cab with the Dean of the UP steam program, Frank Acord, playing the grouchy engineer to the "aw, you're always complainin' " fireman Tom Stewart, and the photography in and around the cab really captures the feel of a working locomotive, although the "acting" will never threaten Henry Fonda.

But the 8444 takes center stage here, with some truly creative camera angles—like the camera mounted *on* the side rod as the drivers and world gyrate around it, or the camera mounted *on* the crosshead watching the cylinder head approach and recede. There is extensive use of breathtaking helicopter shots and some pacing footage any fan would give his left arm for. Lots of action backed up with some stirring music—from the Emil Asher,

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Inc., commercial library in New York City (sorry, folks, you can't buy the soundtrack album)—and minimal but appropriate narration, let you simply enjoy the visual images of the 8444 without ever being interrupted by a commercial. I know that the super-long telephoto head-on shot of the 8444 framed between a pair of signals with the whole scene dancing in shimmering heat waves as music reminiscent of *Chariots of Fire* fills the background will be one of my most lasting images of a steam locomotive.

The UP makes this movie available on loan to free of charge to groups west of the Mississippi. Unfortunately for those elsewhere, the UP company policy is to distribute films only to the region directly served by the railroad. A UP stockholder may request the film for showing anywhere, however (they do, though, run a computer check to verify the stockholder's status—of course, a share of UP is going for about $40 these days . . .). The film is available for sale at $250 a print, and for collectors this would be one of the best. The film is being distributed through Pacific Media Distributors, 3499 Cahuenga West, Hollywood, CA 90068.

If you're a group west of the Mississippi interested in borrowing *Eighty Four Forty Four*, permit us to also recommend another new UP film with a totally different slant but equally well done and quite entertaining. *Train Talk* is obviously aimed at school-age kids, and without getting "preachy" it points out some important safety messages about trains and railroad property. It starts out with a lot of snappy runby footage of UP trains—including SP, C&NW and Rock Island pool power—before turning to the story line of a young brakeman talking to three kids in their trackside back yard. He shows how his radio is used, tells what whistle signals mean and gets in some well illustrated licks about the hazards of climbing on and around railroad cars and the problems of rock-throwing, without ever resorting to a school-teacher's-lecture approach. While the acting is a bit hammy, it's a film that all kids should see and railfans will get a kick out of—the safety message is good for them, too.

In an era when everything seems to be getting cut back, it's good to know that the "railroad" movie is alive and well, thanks to the folks in Omaha—J.B.

Camera Bag

BY JIM BOYD

Ilford XP-1 film

Our friend Bruce Nett does quite a lot of commercial and experimental photography work, and he has been on the phone a lot lately just bubbling about a super new black and white film: Ilford XP-1. This is essentially a film using color dye-layer technology to produce a black and white negative with an extreme tolerance for exposure. While it works very well for general outdoor work, he has found it to be the "magic" film for night photography, as it can retain incredible detail under even the most devilish lighting conditions. We'll let him relate his experiences:

"There are those photographers among us, professional or amateur, who are pretty set in our ways. We like certain camera systems and have little inclination to change. We have our favorite films, again with no idea of change. Why change when you are happy with what you've got?

"But once in awhile it's nice to see how the other half lives by trying something new. Maybe such an experiment might introduce us to something worthwhile. I tried something new during the winter and I now have a new friend in the form of Ilford XP-1 film. This a revolutionary new film that was introduced by the prestigious British concern during the past year. What is XP-1 film? Without being too technical, you might say that it is a color film with a black and white emulsion. We will get back to its characteristics presently.

"Many photographers who deal in black and white photography make use of one film to be used for everything. Newspaper photographers, for example, will generally use a film such as Kodak Tri-X to take advantage of its speed. The grain of Tri-X is generally overlooked in newspaper reproduction. For publications with a better paper stock, they find the results of using Plus-X film to their liking.

"Sometimes it is not possible to use just one film. Perhaps we prefer the fine grain of Plus-X for our exterior photography while we have to switch to Tri-X for interiors or low light scenes. Such is often the case in railroad photo projects. This has meant in many cases the waste of pulling a partially-exposed film out of the camera in order to switch to another type. How often we have wished for one film that could do everything. XP-1 goes along way toward that goal.

"Ilford XP-1 is very much like color negative film, and, in fact, can be processed in the chemistry used to process Kodacolor film. XP-1 film is based on a dye system, as is the case with color negative film. However, in the case of XP-1 (and the other Chromogenic black and white film on the market, Agfa's Vario XL) there are only two dye layers involved. The results are images of great compactness with a significantly lower grain structure.

"This column is not the proper place to get into more detailed descriptions of the technical aspects of the film, so we won't. Rather, it would be appropriate to discuss what the results look like. Therefore we will.

"Looking at the first print you make you will see a difference. Perhaps the initial impact you will see is a great evenness of tone. The film has a wide latitude that tends to even out the highlights and shadow areas. Take, for example, the accompanying picture of the VIA Rail's late-lamented *Atlantic* on the occasion of its last night at Brownville Junction. Look carefully. You will recall that the VIA colors are a medium dark blue and yellow. If you will look at the car sides in the photograph you will see detail all the way down. Next, look at the trucks. Detail is also

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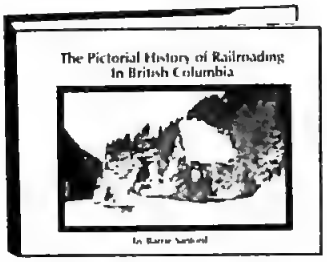

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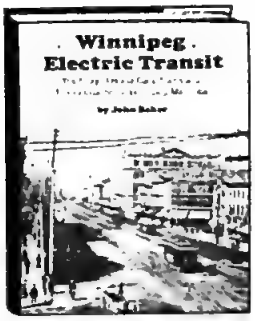

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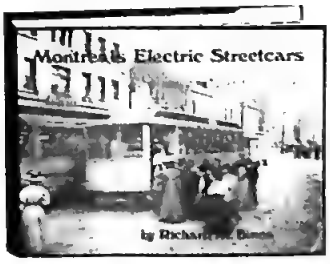

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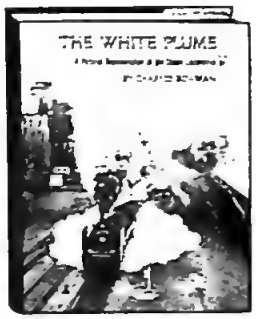

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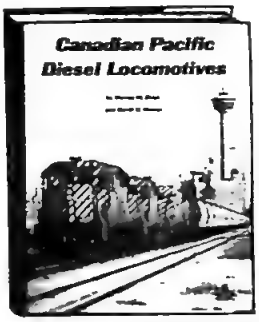

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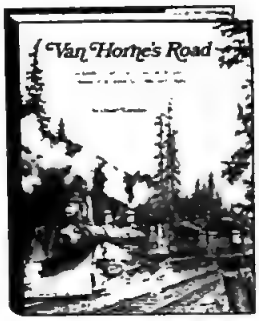

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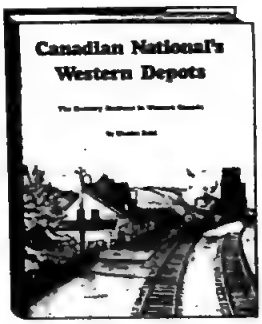

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TWO PHOTOS BRUCE CHRISTIANSEN

ILFORD XP-1 black & white film produced some very remarkable results with these shots of the VIA *Atlantic* at Brownville Junction, Me., and BAR's GP38 83 at Northern Maine Junction. The film's ability to tolerate extreme overexposures shows in the clarity of the lighted FPA4 number boards.

quite clear. Finally look over at the lights on the station platform. There is little or no flare around the light itself and certainly none around the immediate area of the building. This is a straight print! The dark areas along trainside were not 'held back' in the darkroom, nor was the area around the platform light burned in. What you see is what is on the negative! Note how perfectly the usually-burned-out number boards reproduce, and on the original print you can make out the details of the *inside* of the headlight reflector casing!

"Next look at the night picture of the BAR GP38. This was taken as part of a three camera set-up primarily for color. The locomotive was positioned in a totally dark area with only the cab light on. The unit was illumi-

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nated by seven 3B flashbulbs in an open flash setting. Although every effort was made to position the walking flash so that lighting would be as even as possible, you very often end up with some areas lighter than others. It so happened with the Kodachrome of the scene. But with this XP-1 film I was pleased with the overall tone of the print. Note the gentle tones of the sky area at the rear of the locomotive where the sky was somewhat illuminated by a distant group of lights.

"Perhaps the most interesting thing about this film is the ability to change your ASA speeds in mid-roll. The literature packed with the film indicates that you can use figures of from ASA 125 through ASA 1600 changing mid-way through the roll if you wish. You might take this statement with a grain of salt. It can be done, but your expertise as a master of darkroom printing will have to come into play. Your shots exposed at ASA 1600 will be thin, especially in the shadow area. But it can be done. Realistically, you can range from ASA 125 through ASA 800 without any trouble. That is why this film can, in most cases, be used to replace the Plus-X/Tri-X pair. Thus, you can go from a bright sun situation into an enginehouse with little or no trouble.

"Processing, too, is different, but quite easy. There are just two chemicals involved: a developer and a bleach/fix. Developing time is five minutes at 100 degrees. This follows a one-minute water bath at the same temperature and is immediately followed by another five-minute bath in the bleach/fix. There is no wash between the developer and bleach/fix. After a quick three-minute wash, you are ready for drying. If you do use higher ASA speeds, you will look to a seven-and-a-half-minute development. You might want to go for nine minutes for your ASA 1600 shots, although you will see signs of fog at this developing time. One might ask why you need different developing times if Ilford claims you can switch from ASA 125 to ASA 1600 on the same rolls. You can develop at the normal five minutes and get a printable negative, but an increased time for the higher speeds will give you better density.

"Look for something different when your negatives are dry. They are a different color than you have been used to. The film looks different. There is a decided magenta cast to the film. The Ilford product uses a mix of five image dyes of which one, the cyan, is used for cosmetic purposes or, in plain language, to make it look good"—BRUCE OWEN NETT.

M.F. Kotowski
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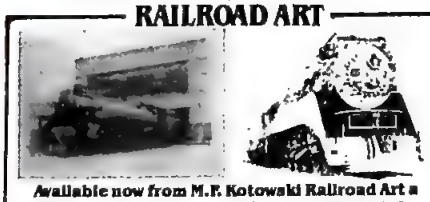

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STEAM IN SOUTH AMERICA

A group of about fifteen British railfans will be visiting Brazil and Paraguay, with an option to extend the itinerary to Rio Gallegos, during the three weeks commencing October 11th. The programme will include a number of sugar lines operating US built power, together with the 75cm gauge Sao Joao del Rey line and the metre gauge Dona Teresa line, now with second hand 2.10.2s from the Argentine. The land cost, exclusive of all flights will be US$ 1400 full details now available from: —

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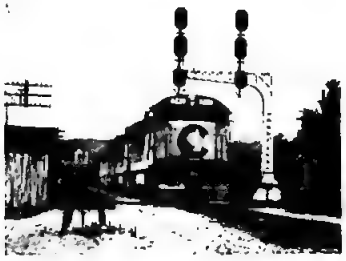

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Otto Perry:
Master Railroad Photographer

To celebrate the life work of renowned railroad photographer Otto Perry, the Colorado Railroad Museum has published a handsome 336 page volume of 500 carefully chosen black and white Perry photographs, together with several rare color views from the 1940's and a biographical sketch. Each print was carefully processed from the original negative, in cooperation with the Western History Collection of the Denver Public Library. Major coverage of the Rocky Mountain West includes the Union Pacific, Santa Fe, Burlington, C&S, Rio Grande, and many western shortlines and narrow gauges. Other areas covered include the West Coast, Midwest and East, Canada, Mexico and Europe. 90% of the photos have never before been published. The book is 8½x11 on quality 80 lb. coated paper, hardbound.

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For information on the Perry photo catalog and ordering of prints, write direct to Denver Public Library, Western History Dept., 1357 Broadway, Denver CO 80203.

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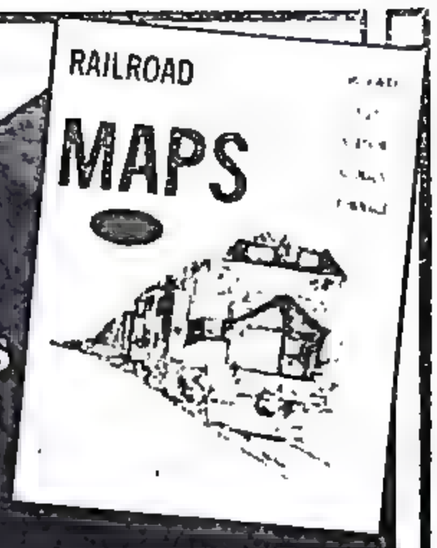

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We'd like you to meet...

Peter I. Roehm

Pete Roehm, of Rockport, Mass., makes his debut in this issue of R&R, although his writing and photos have appeared in *Rail Travel News, Passenger Train Journal* and *Rail Classics,* and he has been and continues to be a features writer for *Jersey Central Lines,* the monthly journal of the Jersey Central Chapter of the NRHS.

Born in Akron, Ohio, in 1940, Pete saw his first trains early on in the form of AC&Y 400-series Mikes pulling mixed trains through Fairlawn, Ohio. In the early 1950s living in suburban Pittsburgh (along the PFtW&C) he rode regularly the heavyweight Pullman-operated parlor cars on the Pennsy's *Steeler* between Sewickley, Pa., and Hudson, Ohio (the stop for Akron), during a decade that the Steel City was vibrant with 400 miles of trolley lines, B&O steam in all sizes, PRR commuter trains behind black RS3s and red passenger Sharks, and flashy PAs on the P&LE/Erie through service to Cleveland. He also made his initial acquaintance at this time with John Barriger, then president of the P&LE, and had the opportunity to often peruse JWB's extensive collection of photos and books contained in a room just off of his office in the P&LE Terminal; this friendship continued through Barriger's tenure on the B&M shortly before his death.

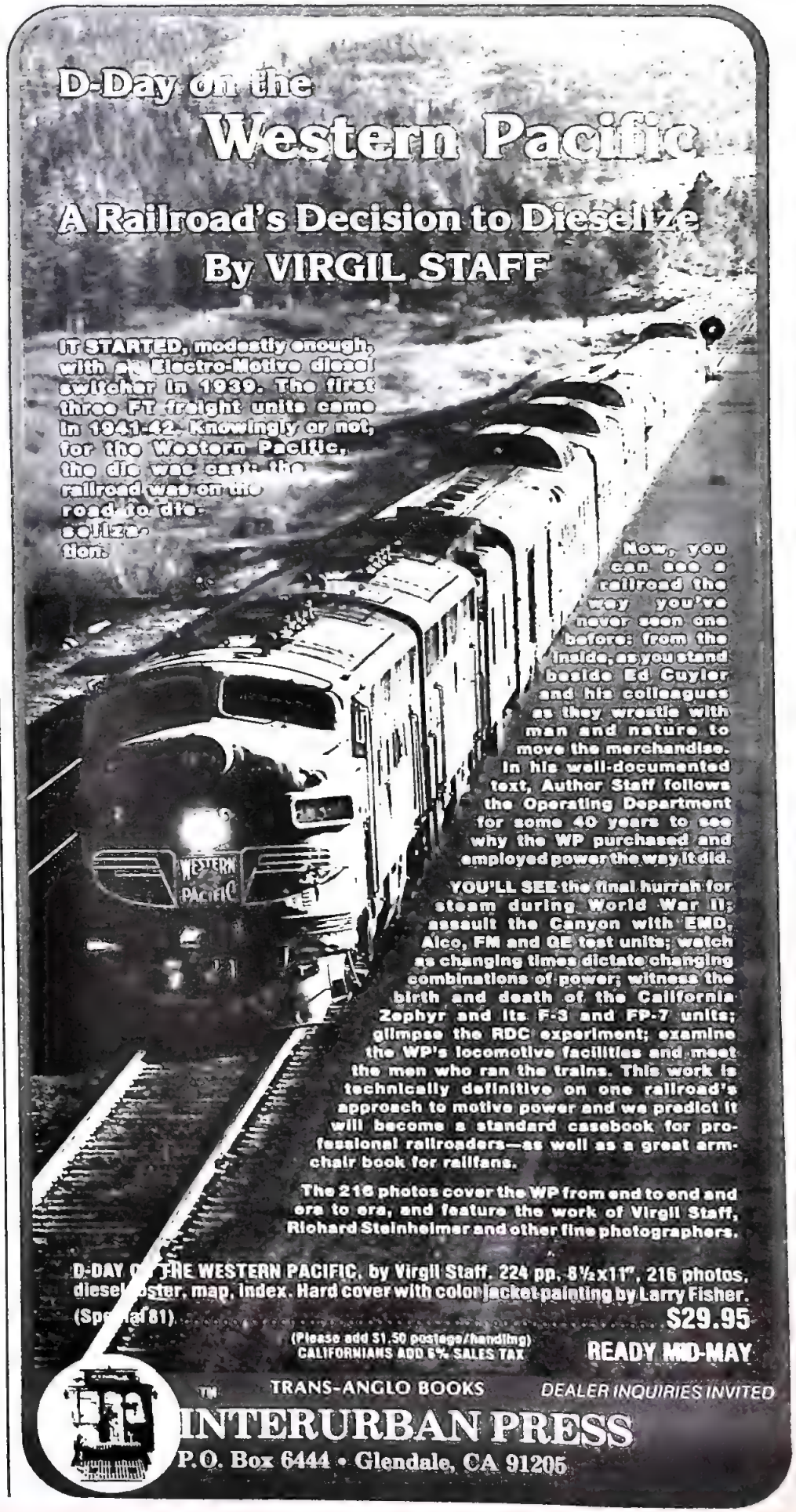
Pete's academic background includes Grove City College (Pa.) and the University of Nevada/Reno, as well as Traffic Management Institute's Academy of Advanced Traffic plus transport courses at Northeastern University. Vocationally, he has had a varied transportation background working at Grove City Bus Line while in college as a charter sales representative, then in several supervisory positions with O.N.C. Motor Freight on the West Coast. Quickly with Procter & Gamble in Nevada he came East and soon became assistant traffic manager with Jewel's Star Market Division in Cambridge and then, when the opportunity arose in 1973 to join a railroad, went with the ICG as its CSM in Boston—although had the EL not gone under he would have had the sales position then open in Boston. In 1981 the

ity over pricing, freight rate auditing and claims.

Besides his Grace position he has been active in rail passenger advocacy with the Massachusetts ARP and is a member of the MBTA Advisory Board's Commuter Rail Subcommittee. He has appeared on two TV panel shows in Boston discussing rail and transit issues and on occasion gets involved in other transit consumer matters. He does research for the R&LHS using his own extensive files as well as those at the Baker Library in the Harvard Business School and is also a member of the board of the Illinois Central Historical Society. A book contract with Quadrant Press will see a volume on the B&O in western Pennsylvania later this year.

Although his travel preferences range from Provincetown-Boston Airline's ancient but venerable DC-3s (including the highest-time commercial craft still in the air) to the Lehigh Valley 353, he spends four hours daily (two each way) five days a week on the B&M's Eastern Route/Gloucester Branch, the T's Green Line (LRV and PCC), Red Line (RT) and Yellow Line (bus), and is as well versed as anyone on the daily functioning or, too often, malfunctioning of Boston's transit system—sometimes wishing he did not need any additional experience thereon but occasionally conversing with fellow straphanger Mike Dukakis on the Red Line from Harvard Square on what his former pro-transit governor would do with the present system should he win the next election in which he is a prime candidate. To relax Pete can be found once in a while chasing trains in Ohio and Pennsylvania with friend Mark Linden of Olmsted Falls, but for Pete all is not on the steel rail, and to this end he can be found sunbreaking with closest friend Jim Nickerson, a professional model of New York and Boston, in such hot spots as Fort Lauderdale, Waikiki, Provincetown, Key West and Bermuda. Pete and Jim usually fly to their destination on the longer trips or use Jim's 500SL Sport Coupe for the short haul to gain a more varied perspective on travel modes and, too, because trains don't go there or the timing is crucial. The future: more articles and more books on rail subjects, and, certainly, more sunbreaks.

A peeve of Pete's regarding the rail hobby is that too many fans who have written or pictorial material that could be copied or borrowed for histories of known and unknown lines do nothing but sit on it. He has been told of one man in Pennsylvania who has a great deal of material on the H&BTM but who refuses to even let a qualified writer *see* it, and there are others in Boston with cellars full of reams of written and pictorial material, most of it from official company files, from the old Boston Elevated Railway and successors who are capable of publishing it but will not do so—even Harvard University tried to work a deal on getting it published but failed. Pete feels that it is incumbent upon those of us fortunate enough to have historical and contemporary data to disseminate it to the field through the dozens of national, regional and specific-line journals now available or at least to allow competent writers the opportunity to use it before it becomes lost or thrown out when estates are settled. To the latter end, Pete has formed Roehm-Linden Railroad Archives with Mark Linden in Ohio, his junior in age, who will receive Pete's collection upon his passing, thus preserving it intact for future use by Mark or others.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A Railroad's Decision to Dieselize
By VIRGIL STAFF
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MARTA wins a gold star

I had occasion to visit Atlanta on business recently, and Mr. G. Lindstrom Welch, Community Services Officer with the Metropolitan Atlanta Rapid Transit Authority, was kind enough to give me and my colleagues a tour of the property. It is no exaggeration to state that Atlanta has one of the finest rail transit systems in the world. When it is completed, it should be the envy of other cities.

At the present time, the East-West line is largely complete. Trains operate from Hightower on the west to Avondale on the east. The main car shops are located at Avondale. The first section of the North-South line to open operates from North Avenue, on the northern edge of downtown Atlanta, to Garnett on the south side of downtown Atlanta. A major station, Peachtree Center, right in the center of downtown Atlanta, is still under construction. Peachtree Center and West End stations are scheduled to open in September 1982. Beyond North Avenue, the Midtown and Art Center Stations are scheduled to open in December. A total of 15 miles of rail service is now open to the public.

It is expected that by 1985 the North Line will reach all the way to Lenox, close to the Fulton-DeKalb county line, and to Lakewood on the south. The tentative schedule for the opening of what will total 35 miles of line is scheduled for 1988. This would extend the North Line to Doraville in DeKalb County. The South line would then be extended all the way to the airport on the south, just across the line into Clayton County.

By 1990, the full 53 miles of rail and busway service is expected to be in operation. This would see extensions on the west to Fairburn Road, from East Point Station to Hapeville just north of the airport, from a point near East Lake Station through Emory to North Druid Hills on the Tucker-North DeKalb branch, and an extension from Avondale to Indian Creek on the east. The North-West branch would leave the main north line just beyond Art Center to serve Brookwood and Northside Drive stations. The Proctor Creek Branch will extend from the West Line just to the west of Ashby Station to Perry Homes station. The east Atlanta busway would link Thomasville with the Inman-Park-Reynoldstown Station on the east line. The north Atlanta busway would extend from the Lenox Station on the north to the Perimeter Highway, Interstate 295.

The cars, which are among the most comfortable and attractive I have ever ridden upon, were constructed by Societe Franco-Belge of Raismes, France. There are 120 cars, consisting of 50 married-pairs of A and B cars with a control cab at each end of the pair, plus 20 single-unit cars with a cab at each end of the car. The married-pairs are numbered 101 to 200 and the C cars are numbered 501 to 520.

The C cars can be operated as single-car units during periods of low rail system patronage, such as early on weekend mornings. Generally MARTA trains are operated in consists of two, four, six or eight cars. An eight-car train, which would be 600 feet long, would just fill one of MARTA's station platforms.

The East-West rail line now operates from about 5:00 a.m. until 1:00 a.m. six days a week. The hours are slightly shorter on Sundays. Ten-minute headways are operated until 7:40 p.m. Monday through Saturdays; 15-minute headways are operated during evenings and on Sundays. The automatic train control system has the capacity to operate trains on 90-second headways. At the present time, the four-car consist is typical during most hours of the day with six-car consists during the peak hours.

The present truncated North-South line is operated from 6:00 a.m. until 8:00 p.m., Monday through Fridays, with four-car consists. The headway is twelve minutes. Except at its present terminals of North Avenue and Garnett, this line operates single track on the northbound track. This diversion is due to the construction which still continues on the Peachtree Center Station. When that Station is completed, normal two-way operation will be conducted.

There are sufficient cars to operate the soon-to-open extensions of the service to Art Center and West End Stations. However, when the line opens from Lenox Station to Lakewood in December 1984, rail vehicle miles and patronage are expected to increase substantially, so that more cars will be required. MARTA opened bids on March 18 for a 30-car contract with an option for 70 additional cars. MARTA engineers expected a price of approximately $37 billion. There were only three bids; the low bid was $49 million and the high was $61 million. These prices are so far out of line that MARTA will rebid the contract. It is expected that the prototype car should be delivered in Atlanta in the summer of 1984.

The Five Points station, which has been averaging 38,000 patrons on a typical weekday during the first week of February 1982, is the busiest station on the line. It is the interchange between the North-South line and the East-West line, and it serves a busy area of downtown Atlanta. Five Points is connected to Underground Atlanta by means of a short tunnel. There are revitalization plans for Underground now being considered between the City of Atlanta and the Rouse Company of Baltimore. The Five Points station has also been built so it can be connected with new buildings that are expected to be developed on vacant parcels of land adjacent to the station.

The total trips on the rail system averaged 68,700 per weekday during the January-to-June 1981 period. This is down somewhat from the year earlier period because of the fare increase from 25¢ to 50¢ in 1980 and an additional fare increase to 60¢ in July 1981. For the first six months of 1981, the East Line serving the stations of Avondale, Decatur, East Lake, Edgewood, Inman Park, King Memorial and Georgia State, averaged 50,400 riders per day. The West Line, serving Omni, Vine City, Ashby, West Lake and Hightower averaged 49,800 riders per day. The highest average ridership was in the June-July 1980 period when the weekday average ridership was 80,400.

Rail patronage should bounce upward considerably with the opening of the Peachtree Center Station. The Midtown and Art Center stations are expected to enjoy substantial patronage as well. The Georgia State station, which already serves several major destination points, will see a patronage increase in the spring of 1982 when the State of Georgia opens its twin-tower, 20-story office complex in which the station is located. The stations that are busy for special events are Five Points, which is close to the Atlanta-Fulton County Stadium, and the Omni station, which is busy for events at the Omni Coliseum and conventions and trade shows at the Georgia World Congress Center.

The cutback in federal funding will not leave Atlanta unscathed, but MARTA has a billion dollars of bonding capacity of which only about 30% has been used. Construction should continue at a reduced pace.

Virtually all the outlying stations have free parking; there is no parking provided for downtown stations. There is excellent feeder bus service to the stations. I must say that I was very impressed by MARTA's bus operations, and I enjoyed riding on buses which not only provided some of the most comfortable seating I have ever experienced, but also were maintained to a state of cleanliness which I think may be almost unparalleled in the U. S. transit industry.

Mr. Welch told me that snow has caused few problems in the climate of Atlanta. On several occasions MARTA has operated trains every ten to 30 minutes all night long in order to prevent snow and ice accumulation on switches and rails. In mid-January 1982, Atlanta had, by its standards, a severe snow/ice storm. The city almost ceased to function for four days, but the MARTA rail system continued to operate and, indeed, was the only reliable form of transportation in the city. In this situation MARTA single-tracked on certain rail line segments to make sure that the crossover switches would continue to function. No major difficulties were experienced. Because of the climate, there has been no heavy investment in snow removal equipment.

Mr. Welch indicated that he would be delighted to provide information or answer questions about MARTA rail system or MARTA in general to interested parties. For more information contact G. Lindstrom Welch, Community Services Officer, Department of Planning and Public Affairs, MARTA, 2200 Peachtree Summit, 401 W. Peachtree St., N.W., Atlanta, GA 30365, 404/586-5163.

Washington's "Day of Disaster"

Only 27 minutes after the Air Florida jet crashed into the twin bridges across the Potomac in Washington's worse air disaster, another tragedy unfolded beneath the city streets. At 4:31 p.m. on January 13, 1982, three persons were killed and several injured in an accident on the Washington Metro subway system. A subway car was dragged 60 feet sideways through a crossover until it crashed into a floor-to-ceiling concrete dividing wall between the tracks and was impaled upon that wall. The dead were crushed in their seats between the concrete wall and the aluminum, glass and plastic of the train.

Twenty-five more people were injured. What follows is based on several conversations with Washington Metro officials and news coverage of the wreck.

January 13 was a snowy day, and the federal government decided to let 400,000 workers off at 2:30 in order to beat the rush hour. This was done against the advice of the Metro system and the D. C. Department of Transportation. Crush loads were created on the subway system by the sudden influx of passengers. Metro was still operating at nonpeak service levels because the city employees were released before the regular rush hour and with insufficient notice to Metro. At 3:47 p.m. a northbound train, Number 403, lost air pressure while stopped at the Federal Triangle Station. The brakes automatically locked. The crowded train was evacuated and Metro began to run trains on the southbound track around the stalled train, utilizing two crossovers above and below the Federal Triangle Station. By 4:15 enough air pressure was built up in the stalled train to move it under its own power to the New Carrollton maintenance yard. Shortly thereafter a track supervisor was ordered to remove the wooden blocks placed in the crossover switches as a precaution against the switches slipping. This action was taken to restore the two tracks for normal operation. Shortly after the blocks were removed, the supervisor informed Metro central control of difficulties with a switch on the northbound track; from the central control switch was activated electronically. Several trains operated normally through the two northbound switches. The supervisor was told to check the southbound switches to assure that they were set for normal double-track operations. At 4:25 the supervisor advised central that the switches were in proper order.

At 4:27 p.m. southbound train 410 approached the crossover; the motorman was advised to obey a supervisor in the area and even though the operator saw the double red lights, meaning "do not proceed," he was waved on by the supervisor. On entering the crossover at 4:28 p.m., the first set of wheels under the first car, Number 1029, took the switch and reached the northbound track. At 4:29 the supervisor informed central control and the train operator that the switch looked "funny" and that he was going to the back car of the train to run it in the reverse direction. Later investigation showed that the front wheels of car 1029 had already jumped over the closed northbound switch but, even so, it ended up on the northbound track. Apparently, the train was not yet derailed. At 4:31 p.m. the supervisor began to move the train backward at the speed of 8 miles per hour. Car 1029 moved for a yard or so with its rear wheels on the northbound track while the other wheels followed through on the crossover. The rear wheels derailed and began to run on the ground parallel to the northbound track. Over the intercom system the operator yelled "stop" to central control, but he did not push the red emergency button that would stop the train. After 13 seconds of movement, Car 1029 hit the concrete abutment. The power cables on the car were snapped, which caused an immediate loss of power and lights on the train. The brakes were never used. The car was bent in two, broke open in part, and bent upward at each end so that the car ends were jammed against the tunnel roof. The car had to be cut into small pieces and placed on a flatcar to be removed.

To investigate the accident, at the invitation of Washington Metro, the American Public Transit Association appointed a committee consisting of Frances A. Gorman, Vice President and General Manager of the Port Authority Trans-Hudson Corporation; George Krambles, Senior Management Consultant for Terrance J. Collins Associates and former Executive Director of the Chicago Transit Authority; William Fleisher, Chief Transportation Officer to the San Francisco Bay Area Rapid Transit District; and Charles Kalkhof, Vice President and General Manager of the New York City Transit Authority. More reports on the investigation of the wreck will be given in subsequent issues of TRANSIT CURRENTS.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Welcome back, Shaker

The dawn of 1982 welcomed the reopening of the Shaker Heights Rapid Transit in Cleveland. The Shaker had been closed down for a year and a half in order to carry out a complete renovation of the system. The project, costing approximately $100 million, included the purchase of 48 new light rail cars built by Breda, an Italian firm. The General Electric Company facility in Cleveland is providing the final assembly work.

The Shaker Heights Rapid Transit, constructed well over a half century ago, consists of 15 miles of double track. It runs from the Cleveland Union Terminal in downtown Cleveland to the city of Shaker Heights. The line branches at Shaker Square; one branch proceeds along Shaker Boulevard to Green Road and the other runs along Van Aken Boulevard. The construction project included 44 miles of continuously welded rail, an entirely new roadbed, several double crossovers, and 56,000 new ties. The entire overhead power distribution system has been replaced. New and rebuilt power substations were included, and there was major reconstruction of retaining and guard walls and station platforms along the line. New passenger stations were constructed.

A major capital improvement still under construction at Cleveland now is the rail operations maintenance facility. When completed it will service the new Shaker LRT vehicles along with Cleveland's heavy rapid transit cars.

Flashes

In **NEWARK** the trolley subway is apparently about to undergo modernization. Proposals are expected soon. An off-peak 15¢ fare is still available for short downtown trips, but the regular base fare is now 60¢. Headways are two minutes at peaks and six minutes in the base period.

In the **PITTSBURGH** area, a stretch of double track apparently will have to be built from the Drake line near Bethel Church to reach South Hills Village yard and shopping center. A major park-and-ride facility is to be located at the shopping center.

The **LINDENWOLD LINE** of Port Authority Transit Corporation is testing a pair of new radial trucks under one of its cars. These tend to steer cars around curves, with the hope of cutting down on noise, squeal and wear both on track and wheels.

In **HONOLULU** the mayor canceled the Honolulu Area Rapid Transit engineering studies; this brings 20 years of rapid transit study and talk to a screeching halt. Not long ago it looked like Honolulu was moving toward a rapid transit system to solve its unique public transportation problems. The mayor's concern was evidently about federal budget cuts affecting transit financing.

In **ATLANTA**, the 120th and last car of the order of the Metropolitan Atlanta Rapid Transit Authority was delivered by the French firm Societe Franco-Belge. MARTA is now in the market for 30 more cars.

In San Francisco, the **BART** district board of directors approved going to bid to purchase between 60 and 150 newly designed, so-called C cars. Unlike the present BART fleet, where A cars have controls and B cars do not, the C cars will be able to run at the head end of a train or be coupled in intermediate positions. The new cars will take several years to build, but by delivery time will be badly needed to carry the increasing passenger demand. It's now forecasted that, at the current rate of growth in ridership, BART could be carrying better than 250,000 passengers a day by the mid-1980s.

In **LOS ANGELES**, the Southern California Rapid Transit District will get an additional $9.83 million in federal money to continue preliminary engineering on its 18-mile subway project between downtown Los Angeles and the San Fernando Valley. With local and state money, there is now $27 million for preliminary engineering. It will be used for the design of subway tunnels, stations, train yards, communications and safety and security systems.

In **SEATTLE** one of the three vintage 1927 streetcars purchased by the city from Melbourne, Australia, has been taken out of storage and moved to a unit repair facility to be renovated. Workers are also repairing more than a mile of track along the waterfront, and concrete shelters, platforms and a car barn will be built. Overhead wire will be hung and special railroad signals installed. All three cars will eventually be renovated.

In **BUFFALO**, the new light rapid transit line is moving steadily ahead. Work is proceeding on the rock tunnel stations at Delavan, College, Humboldt Hospital, South Campus and Amherst. A key part of the LRT line will be downtown Main Street mall, which will be served by the light rapid transit line. The mall is expected to be a major catalyst for development and redevelopment in downtown Buffalo.

Railnews

STEAM RETURNED The Chicago & North Western approached the Mid-Continent Railway Museum last fall about borrowing their ex-C&NW R-1 4-6-0 1385 for some possible exhibition work, and as a result, on April 10 the big 4-6-0 moved out of North Freedom bound for Green Bay and the C&NW's roundhouse for some running gear work. It will be on display for the C&NW Historical Society convention in Green Bay on May 15-16 and then head south to Milwaukee for a series of brief display trips in southern Wisconsin during Transportation Week.

LOUISIANA & NORTH WEST With traffic building up nicely, the L&NW has acquired two ex-UP GP9s (230, 286) and a GP7 to augment its fleet of six F-units. The first of these, former-UP GP7 111, has just emerged from the L&NW's Gibsland shop as No. 50, with a complete rebuild and upgrading. Under foreman Joe Lindemeyer, the unit was stripped to the frame and rebuilt from the rail up. A completely remanufactured 567B prime mover was mated to a D12 generator, and the entire electrical system was rewired to a new electrical cabinet. The short hood was chopped, and the L&NW fabricated the new cab front with a number board/headlight assembly from ICG's Paducah shop and FRA-approved window glazing and cab seats from EMD. It was completed on January 26, 1982, and entered service the next day. General Manager J.O. Turner reports that the F-units will be around "indefinitely," and they are slated for overhaul and new paint (L&NW operations were outlined in April 1978 RAILFAN)—ALTON B. LANIER.

THE DAKOTA RAILROAD With the Milwaukee Road giving up its main line west of Ortonville, Minnesota, to the BN, a new railroad has been created to operate the former-Milwaukee branch from Milbank to Sisseton, South Dakota. This 37-mile line, formerly operated with SDL39s, has been taken over by the elevator operator at Sisseton and organized as the Dakota Railroad. The Milwaukee has retained trackage rights from Ortonville to Milbank to connect with the new line. Power for the new Dakota R.R. will be "half of the Tacoma Hill slug set." Milwaukee F7 cab units 81A and 81C and an F7 B-unit/slug were at the MN&S Glenwood Junction shop in early April being readied for the Dakota—STEVE GLISCHINSKI.

THE DURANGO & SILVERTON Although many suspected it couldn't be done, the Durango & Silverton carried off its first season of winter operations as advertised. One of the highlights was the Rocky Mountain Railroad Club excursion on February 14, using plow-equipped K36 481. There are plans for an expanded schedule and more trains for 1982, and reservations are already 50% ahead of this time last year. Mr. Bradshaw is making a lot of friends.

HIJACK TO FLORIDA You know it's been a long, cold winter when two 18-year-olds in New York City board a PATH subway train, brandish a fake weapon and attempt to hijack it to Florida. The conductor, of course, thought they were joking, but he warned the motorman, who radioed for help. A transit policeman had the two under arrest by the third stop in Jersey City. This whole affair took place on a particularly cold February 25, and the two reportedly said that they were tired of New York, unloved and unable to find work and just wanted to get to Florida. Police noted that neither seemed to be drunk or on drugs. The PATH train, however, is simply a subway connection from Manhattan under the Hudson to various stations in New Jersey—the furthest being Newark!

KYLE INTO GOODLAND The Burlington Northern withdrew on January 31, 1982, from its operation of the ex-Rock Island trackage in Kansas described in Jim Titsworth's "The BN into Goodland" on page 53 of the May 1982 R&R. The trackage remains in the Rock Island estate, and the Kansas Port Authority is presently negotiating for purchase. On February 16, 1982, Kyle Railways began operation of the line between Courtland and Caruso, a total of 225 miles, on a directed service order. Kyle is presently leasing three Santa Fe GP20s for power on the line and will reportedly not purchase "permanent" power until some agreement is reached on purchase of the line for the Rock Island estate.

Three regular assignments now cover the railroad, with the Courtland Turn departing Phillipsburg for the Santa Fe interchange at Courtland on Monday, Wednesday and Friday, returning the following days. The Phillipsburg-Norton Turn runs P-burg to Norton and back on Tuesday, Thursday and Saturday. The west end is covered by the Norton Turn which leaves Norton for Goodland on Monday, Wednesday and Friday and returns the following days. Railfans are welcome *if* they first check in with General Manager Dick Roy at Phillipsburg—JIM WATSON.

EMD STILL STRONG A feature article in the business section of the February 10, 1982, *Chicago Tribune* caused a lot of flak in the business and railfan community when it reported that Electro-Motive Division of General Motors might be shutting down its locomotive production line this summer as a result of the business downturn and strong competition from General Electric. The rumor mill went wild with stories about the failures of SD50s and GP50s and GE's "7-10% advantage in fuel efficiency." The fact is that EMD will not shut down this summer for anything more than the normal two-week inventory and is not about to go out of the locomotive business. While domestic orders are down—not surprising with nearly one-quarter of the domestic locomotive fleet presently in storage—export locomotive business is good and power unit and replacement parts work is strong.

Regarding troubles with the 50-series and GE's reported fuel advantage—which has, indeed, gotten GE some juicy orders lately—further testing has revealed that while the four-cycle engine does have a fuel advantage in full-throttle/full-load operation, that advantage is lost over a normal operating cycle through less efficient operation at lower throttle settings, idling and dynamic brake situations. The problems reported on the GP50s and SD50s are essentially those typical of any new model—especially those equipped with new and sophisticated hardware like the Super-Series wheel control system. GE is undeniably in the strongest competitive position it has ever enjoyed in the road locomotive market, and its Dash-7 units are proving to be tough, reliable and fuel efficient, but it's way too soon to call EMD down for the count.

OUT IN STYLE The northbound *Silver Star* from Florida to New York on March 8/9 was the last Amtrak train to run with steam-heated equipment. In a real touch of class, Amtrak borrowed two GG1s from NJ Transit and dispatched the *Star* out of Washington Union Station on March 9 with red-and-stripes 4877 and black 4881 on the point. For all the sentiment associated with steam-heated equipment, it must be noted that the total conversion to electricity/HEP has permitted Amtrak to very noticeably improve its on-time performance by eliminating the delays associated with steam lines and troublesome boilers.

WINTER PROBLEMS January 1982 was a brutal month in northern Indiana, with heavy snows and much subzero weather. The difficult weather took a severe toll of the cars of the Chicago South Shore & South Bend Railroad, and there were a number of delays and service interruptions due to car failures. The Northern Indiana Commuter Transportation District and the South Shore, working with the Chicago Regional Transportation Authority, leased two sets of diesel-powered bi-level push-pull sets with five cars in each train from the RTA. Each set contains approximately 760 seats.

This move to emergency use of diesel-powered trains resulted from the loss of 21 regular South Shore m.u. cars to electrical problems. The South Shore had just 14 operable cars at one point to protect its schedules. To say the least, there was poor on-time performance during the hours of commuting to and from work and severe overcrowding on the trains that were running.

Emergency schedules were proposed to provide some semblance of order for the South Shore service. On weekdays there were 24 trains; 13 of these were westbound and eleven eastbound. For a time there was an effort to operate the ten Saturday trains and three round trips on Sundays between South Bend and Chicago by diesel power; this was to give shop crews more time to work on the electric cars.

The proposed emergency schedule on weekdays had one of the diesel-powered trains leave the Michigan City shops at 4:45 a.m. and arrive at Chicago at 6:20 a.m. It then dead-headed back to East Chicago, arriving there at 7:10. Scheduled departure from East Chicago for the push-pull train was 7:15 with scheduled arrival in Chicago at 7:55. The second train was set to leave the Michigan City shops at 6:00 a.m. and arrive in Chicago at 7:40. In the afternoon the first

DICK YADER

STEAM RETURNED to the Chicago & North Western on April 17 when R-1 4-6-0 1385 moved out of the Mid-Continent Railway Museum to Green Bay in preparation for Transportation Week display. Here she's at Adams, Wis., trailing a canteen, Geep 4290, a boxcar, caboose and office car.

JOE NIKLAS

THE DURANGO & SILVERTON has been running through this past winter, and on February 14 the big K36 481 made photo runbys for a fan trip sponsored by the Rocky Mountain Railroad Club—it looks like that big snowplow pilot was able to do just what D&RGW designed it for.

OTTO P DUBNICK

WINTER PROBLEMS caused some unexpected sights on the South Shore Line as equipment failures created equipment shortages that were resolved by borrowing two F40-and-bilevel trainsets from the RTA. One of these was making its way through the streets of Michigan City, Ind., on March 6, 1982, looking very uninterurbanish. Crews at the shop were so occupied with keeping the aging m.u. fleet functioning, that the new test car from Japan had to be ignored.

OUT IN STYLE behind red pinstriped GG1 4877 and black 4881 (both borrowed from NJ Transit), the last steam-heated Amtrak consist was on the northbound *Silver Star* from Florida to New York, shown below making the station stop at Trenton, N.J., on March 9, 1982.

KERMIT GEARY JR.

Railnews

push-pull train was scheduled to leave Chicago at 3:45 and arrive at Gary at 4:35. It was then to reverse and leave Gary at 4:45, to arrive in Chicago at 5:35. This then became the 5:58 train from Chicago that arrived at the shops at 7:30. The second push-pull train was scheduled to leave Chicago at 5:04 and arrive at the Michigan City shops at 6:45.

The emergency service began on January 25. The emergency schedule was formally adopted by the trustees of the Commuter Transportation District a week later. The schedules proved difficult to operate reliably. The acceleration rate of the diesel-powered train was much slower than the regular electric trains. On the Illinois Central Gulf there were slow orders under all bridges where the catenary was low; there was fear that the wire might touch the top of the double-decked cars, as the cars have no pantograph to help push the wire up. Eventually, the diesel-powered trains ran only one round trip per weekday at the peak hours. Even so, schedules were slow in part because each of the trains carried over 1000 passengers.

At the time the emergency schedule and service was adopted there was no telling how long such a schedule would have to be in place, while the South Shore shop crews fought to rework the burned-out traction motors and other parts of the regular South Shore cars in order to return them to service. The South Shore's enviable on-time record of the previous year has been shattered by the hard winter. There may very well be some major losses in patronage because of the undependability of the service. Railroad officials figure that 300 or 400 riders were lost during the week when the diesel-powered trains were first placed in service. It is now thought that the railroad may wish to retain the lease on one push-pull train throughout the year until the new cars now on order are delivered.

The prototype car—the first new South Shore car in over 50 years—was delivered to Michigan City on January 26, 1982, just six days after it had arrived at the Port of Philadelphia. Unfortunately, because the shop crews were so busy keeping the old cars going during the difficult snow conditions, no attention could be paid to the new car right away. Indeed, it was kept under wraps in the shop simply because there was plenty to do trying to keep the present car fleet operating.

The problems on the South Shore during the winter weather included more than just breakdowns of the cars. There were significant problems with wire breaks at Furnessville just east of Tremont. One major break required that a shuttle bus be operated between Beverly Shores and Tremont. The bitter cold weather also was responsible for seven other smaller breaks. For a number of these small breaks, the South Shore trains merely lowered their pantograph while traveling at speed and coasted under the wire break. The South Shore line crews deserved tremendous thanks from the traveling public in the area because of their devoted work in trying to patch up the wire in some of the most bitterly cold weather since records have been kept in northwestern Indiana—GEORGE SMERK.

SPENO RAIL SERVICE They look like Amtrak F40PHs and are even identified as such on the builders plates, but the two new units purchased by Speno Rail Service from EMD are officially "rail grinder power units" and not locomotives by legal definition (they are subject to FRA equipment rules but not FRA locomotive inspection rules). They are not F40PHs, either. The S-1 and S-2, delivered to Speno's shop in East Syracuse, N.Y., in early April, have a non-turbocharged 16-645 engines and are rated at 2000 h.p. The official definition for the units is "F40PH-2M," although "F38H" would be a more apt description. These two units will be used to propel and supply electrical power to run two new articulated rail grinding trains that Speno is building based on a European design. The units have the big Amtrak 800-k.w. HEP set, and the AR-10 traction alternator can be used for standby 480-volt a.c. when not being used for traction power. The two units were delivered to Speno at East Syracuse in April in primer paint; they will be further modified by Speno and painted before being put into service sometime this summer. By acquiring the locomotive/power units, Speno will be able to save the expense of renting a locomotive when operating on a customer's railroad.

CHEYENNE ROUNDHOUSE FIRE Before the rumors get too dramatic, let us confirm that there *was* a fire in the Union Pacific roundhouse at Cheyenne in late March, but there was no damage to any of the steam engines or equipment inside. The minor but smoky affair was apparently set off by the exhaust of a diesel idling inside igniting some overhead timber.

THE STEAMTOWN SHOP The severely cold late spring weather has delayed the "thawing" of the rubble of the Steamtown shop, which collapsed under a build-up of snow last February 4. Visual inspection indicates that the damage to some of the equipment may not have been as severe as initially feared, but the mess will still be an extreme inconvenience and delay much of the work anticipated for early 1982. The steam train should begin running on schedule on May 29, however.

GOODBYE, CM&N The colorful Chicago, Madison & Northern called it quits on February 26 with business down and the cash-flow problem pushing them to the verge of bankruptcy. The problem was *not* "too much railfanning" on the part of management, as has been rumored—the RSD5, F7, E3 and EMD switcher were all privately owned and caused the railroad no financial hardship, and the passenger cars on the property were privately owned, as well. The locomotives' owners have leased the Janesville roundhouse to store their equipment—sorry, for security reasons, no visitors, please—and the Central Wisconsin began running the CM&N trackage on March 1 under an ICC directed service order with two ex-Milwaukee FM switchers.

ICC APPROVES NORFOLK SOUTHERN Acting with unusual dispatch, the ICC approved the merger of the Norfolk & Western and Southern Railway into the Norfolk Southern Corporation on March 25, 1982. The holding company's headquarters will be located in Norfolk, Virginia. No word is out yet about a new paint scheme, but the Southern Annual Report showed this new NS logo.

NS
NORFOLK SOUTHERN

DELAWARE OTSEGO EXPANDS The Delaware Otsego System (CNY, FJ&G, C&CV, L&S, NYS&W) nearly doubled in size on April 8, 1982, when it purchased from Conrail 177.4 miles of track in New York and New Jersey. The largest segment was the 92.9 miles from Binghamton to Utica, N.Y., and the 61.7 miles from Chenango Forks to Jamesville, on the south side of Syracuse. These two "Syracuse & Utica" branches of the DL&W form a "Y" with Binghamton at the base, Chenango Forks at the fork and Syracuse and Utica at the upper points. The former Erie enginehouse and a portion of the yard in downtown Binghamton will be home for the lines. DO will reportedly get extensive switching rights in the Utica area.

In New Jersey, the NYS&W picked up some former-Erie industrial trackage near Pompton Junction and an isolated 13.6 miles of the Lehigh & Hudson River between Warwick, N.Y., and Franklin, N.J. The L&HR purchase is a part of a plan to acquire the line between the old Erie connection at Greycourt and the NYS&W line at Sparta Junction; the track west of the wash-out at Smoke Rise is slated to be reopened to complete the link-up on the west end.

Two new locomotives have been purchased to help operate the new lines; Virginia & Maryland 202 (maroon, ex-LIRR high-nose C420) and Maryland & Delaware 50 (ex-L&N low-nose C420 1312 in L&N gray and yellow) arrived at the NYS&W shop in Little Ferry, N.J., in early April. The 202 became NYS&W 2002 while keeping its V&M maroon and gold, while the 50 will get NYS&W yellow and black and number 2000. GP18 1800 and the 2002 moved to Binghamton and the "NYS&W Northern Division" on April 17.

Delaware Otsego recently purchased quite a number of full-length dome cars and other passenger equipment from Auto-Train, and local newspapers have been reporting that the NYS&W is considering running "luxury passenger service" from the old Susquehanna Transfer near the Lincoln Tunnel to the Great George/Americanna ski and resort complex near Vernon, N.J., on the segment of the L&HR that has just been purchased.

Additionally, as a means of connecting its upstate New York lines and the NYS&W, DO has negotiated a traffic agreement whereby Conrail will carry cars between Binghamton and the NYS&W interchange at Passaic Junction for a flat per-car rate. A part of the agreement reportedly includes a full trackage rights option over the old Erie Delaware Division for NYS&W trains that will go into effect

DELAWARE OTSEGO EXPANDS in both motive power and mileage with the acquisition of lines in upstate New York and two Alcos from DMV Leasing. The NYS&W 2002 was Virginia & Maryland 202, an ex-LIRR C420 and is shown at Little Ferry, N.J., in April in V&M maroon and gold with NYS&W lettering. The other new unit is ex-L&N low-nose C420 1312 which will get yellow and black as NYS&W 2000.

SPENO RAIL SERVICE has bought two "rail grinder power units" that look a lot like EMD F40PHs but would more accurately be described as "F38Hs" with their non-turbocharged 16-645 engines at 2000 h.p. and HEP equipment. The Speno S-1 was at DeWitt Yard in Syracuse on April 4, 1982.

J.V. BOYD

TWO PHOTOS DON VALENTINE

THE STEAMTOWN SHOP was a frozen mess after the roof collapsed under snow accumulation on February 4. These views show Rahway Valley 2-8-0 15 under the rubble and looking northward (left) from the tender.

when DO has built up enough traffic to warrant initiating the payments. Can you imagine the Susquehanna running over Starucca Viaduct?—WALTER A. APPEL.

CHANGES IN MICHIGAN With the economy in dire straits, the State of Michigan has been terminating subsidies on the numerous state-supported short line operations like the Ann Arbor, Michigan Northern, Hillsdale County and Kent-Berry-Eaton Connecting. The reactions of the lines are varied, but none are good. The Michigan Northern has cut back its service and no longer reaches the carferry *Chief Wawatam* at Mackinaw City, leaving only the expanded Detroit & Mackinac to provide service there. There are dire mumblings being heard about the future of the K-B-E and the Hillsdale, but nothing definite is available at this time.

The most drastic change took place on April 6, when the Michigan Interstate Corporation dropped its operation of the State-owned Ann Arbor north of the city of Ann Arbor. MI will continue to run its non-subsidized Ann Arbor-to-Toledo trackage with its two ex-GB&W RS2s, while the state gets back its GP35s, two RS1s and pair of Alco switchers. The dropping of subsidies and a dispute over money owed to MI reportedly prompted the move.

On April 7, a new corporation, the Michigan & Western, a subsidiary of the Green Bay & Western, was to have taken over the northern end of the Ann Arbor and the carferry operation between Kewaunee and Frankfort. A court proceeding regarding proper notification of shippers has delayed the M&W takeover by 20 days, and a battle appears to be brewing over MI's continued operation of the Ann Arbor-Toledo end—MI wants to continue it, while the state apparently wants M&W to have the entire line from Toledo north. New tax measures are already in the state legislature to help restore some of the subsidies for the AA and other lines. The M&W was to have taken over on a temporary agreement that would run until May 31, to give the legislature time to provide long-term funding.

There are presently three carferries *(Viking, Arthur K. Atkinson* and ex-GTW *City of Milwaukee)* in Ann Arbor service, but the *Viking* and *Atkinson* are both due for costly Coast Guard inspections.

AMTRAK & JAPAN, INC. The American High Speed Rail Corp. has been established to operate Japanese-style "bullet trains" between cities in the U.S.A. Money from Amtrak and Ryoichi Sesakawa, a Japanese industrialist, has already been employed for engineering studies for corridor service between Los Angeles and San Diego, as well as other routes in Texas, Florida and the Midwest. The initial route will be between L.A. and San Diego, and it is expected that the tracks will be built along or over a freeway. The 127-mile trip will be made in 59 minutes with 100 trains a day scheduled. Equipment will be "off the shelf" Japanese electric trains (Amtrak trains take two hours and 40 minutes on the Santa Fe "Surf Line" run).

Participants in the venture include William C. MacMillen, a New York investment banker; Richard Duchossois of Thrall Car, and William J. Quinn, former chairman of the Milwaukee Road. Alan Boyd of Amtrak is the chairman of the new company, with Lawrence D. Gilson as its president.

The U.S. government will put up no money for the line, and the passenger trains are expected to turn a profit—but then, Amtrak was supposed to be "for profit," too. About 25% of the $2 billion cost for the L.A.-San Diego line construction is expected to come from Japan, where enthusiasm for the venture is high—WALTER APPEL.

PHOTOGRAPHY LOUIS SAILLARD

Cuba: Steam and more!

90 miles to yesterday. **by Louis Saillard**

The island of Cuba attracted only a few railfan visitors before 1960. With sometimes spectacular scenery and over 9,600 miles of common carrier and industrial railway in 1946, largely using equipment and operations imported from the United States, the railfan could find railroading much as it was in this country perhaps fifty years earlier. But, with steam common in North America, almost nobody noticed Cuba.

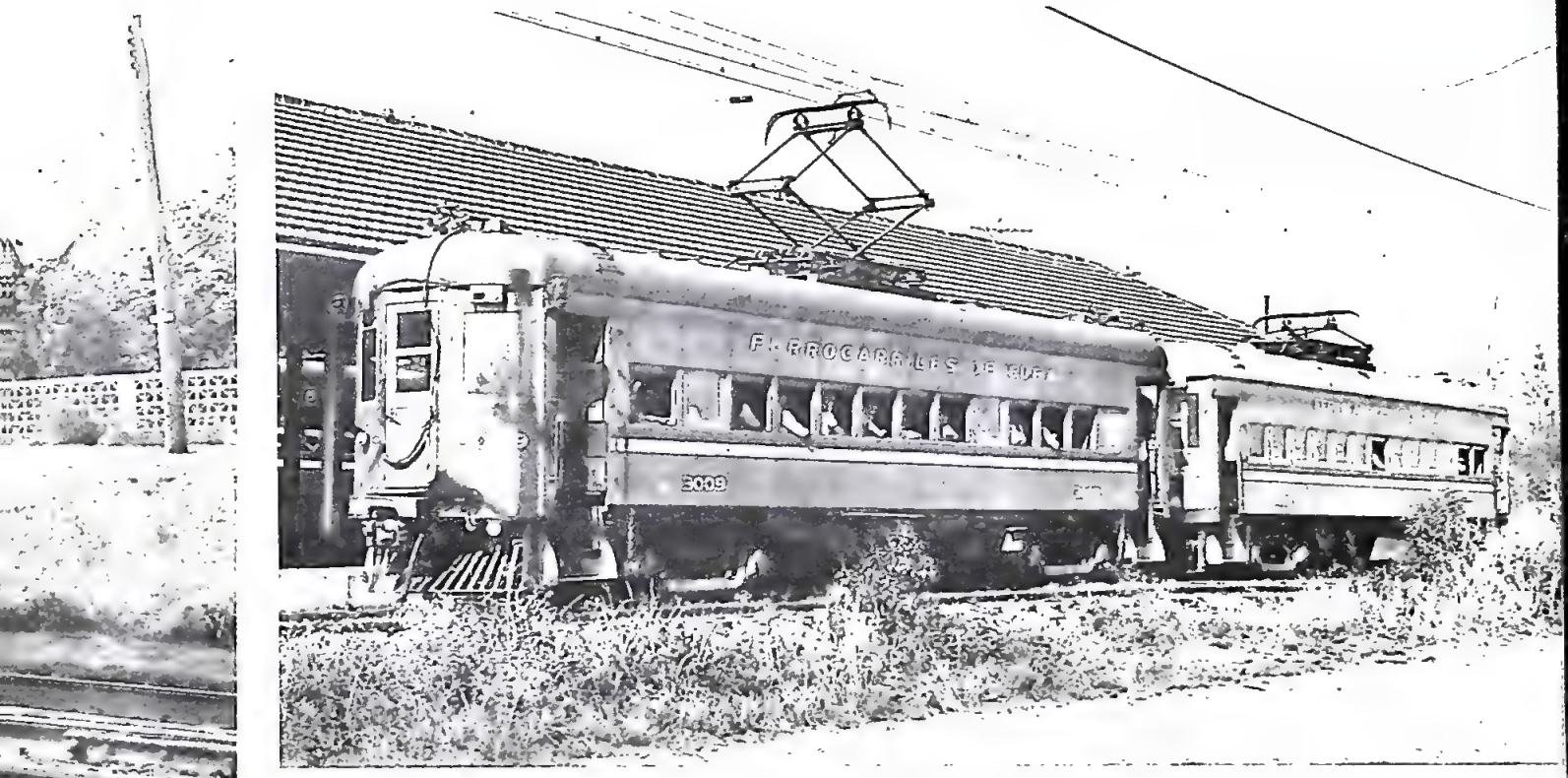
By the time I discovered William Middleton's article on the Hershey Cuban Railway (the Ferrocarril Cubano de Hershey) in an old January 1959 issue of *Trains* Magazine, travel to that country was out of the question. That fascinating interurban and the little oil burning steamers which lurked in the corners of Middleton's photos remained

1970s due to the hostile relations existing between the two countries. Some word did filter out. Russian diesels were said to have eliminated most of the steam, although the Hershey system was said to be intact.

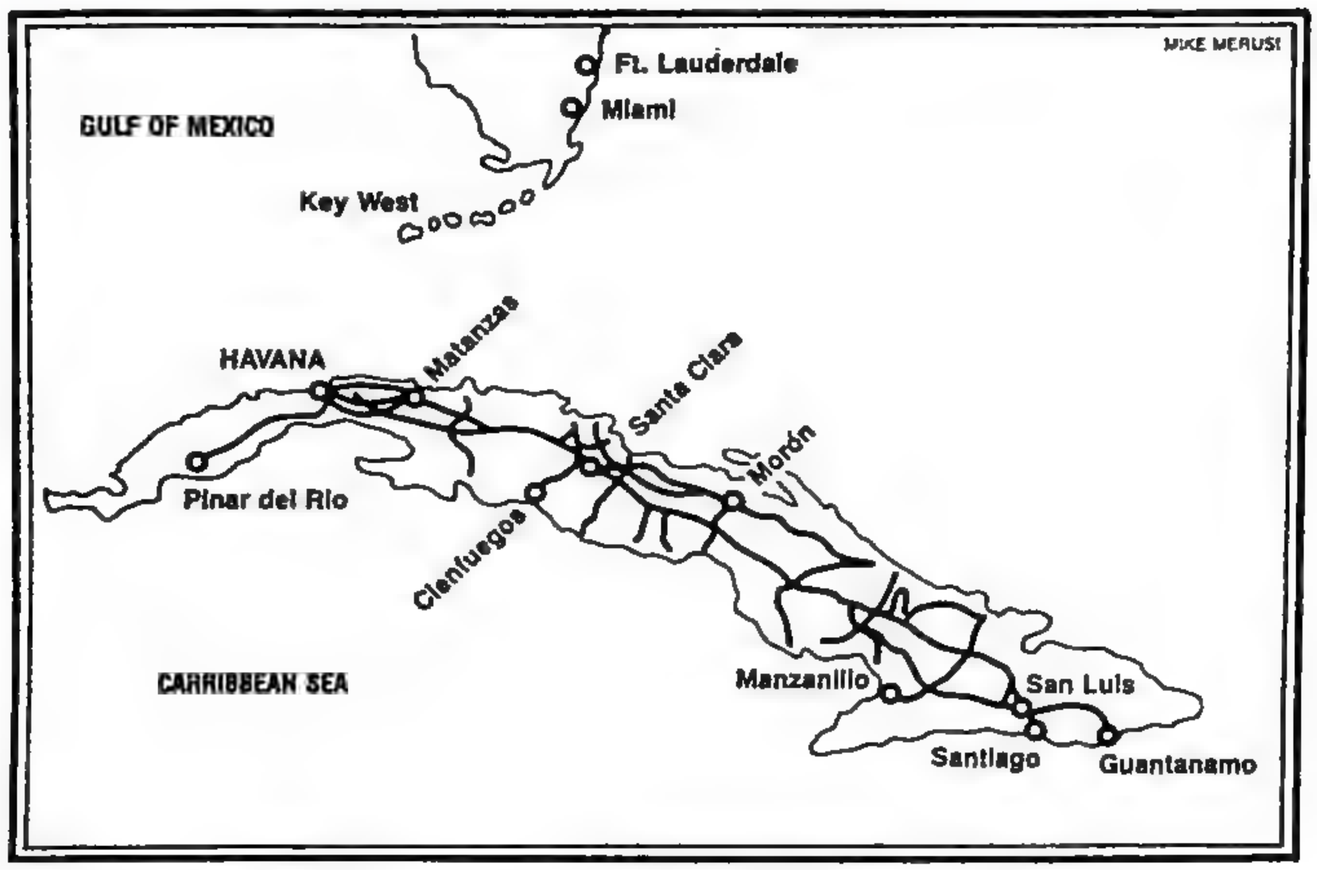
In the late 1970s diplomatic relations eased and visitors were again permitted to Cuba from the United States. The first organized group of American railfans visited there in May 1979 and returned with encouraging reports about the status of steam. Over the next two years more than a dozen tours from the United States and England toured most of the island and turned up increasing numbers of operating steamers and other interesting diesel and electric operations. While the rumors of dieselization of all Cuban main lines (once nine principal railways, but now consolidated into the Ferrocarriles de

steamers remained operational on sugar plantations, and steam-powered sugar cane trains still operated on the main lines in many places. Our trip in late March 1981 turned up no fewer than 87 steamers in eleven days. About half of those engines were under steam at the time of our visit, while another 26 were operational but not actually in use (such as at mills which were not operating at the time or where steam was in stand-by for diesels). Only 16 engines were found to be not operational or partially scrapped.

While steam is the prime motivation for most railfan visits to Cuba, the island offers much more for the railroad enthusiast. Operations follow American practice, and the train order dispatching system is universal. In addition, there is an incredible amount of local passenger service, and little depots dot



VINTAGE EQUIPMENT, diesel, electric and steam, abounds in Cuba. Two arch-roof Brill cars in red with yellow trim were waiting at the Hershey station. At San Luis, near Santiago, FA2 51605 (left) paused on an eastbound train of all U.S.-built passenger equipment. Only five FAs are known to be active in Cuba; they work out of Santiago. Also at San Luis (below), a Central Rafael Reyes sugar train behind a 1920 Baldwin 2-6-0 entered town on the FdeC main line. It shared the yard with a pair of EMD export units, a Russian diesel and an Alco FA!



Touring Cuba

The trip described herein was operated by Rail Study Tours International of Vienna, Virginia. The tour group flew via chartered aircraft from Miami to Havana on March 21, 1981, and returned on April 1. While most of the RST tours of 1981 were eight-day ventures, this eleven-day trip sold for $989 on a double-occupancy basis. The price included all transportation, accommodations and meals from Miami, except the cost of a U.S. passport and a $15 Cuba Visa fee.

At the suggestion of tour participants, the 1982 tours by RST are more specialized than in previous years. The February 12-21, 1982, trip was planned to provide a blend of interests, primarily intended for those visiting the island for the first time. The March 26-April 4 trip visited primarily the steam sugar mill railroads, while the April 11-18 trip covered as much of the Ferrocarriles de Cuba main line and interurban as possible. Prices for the 1982 tours were $889.00 for the overview and steam trips and $759.00 for the Ferrocarriles de Cuba tour.

One interesting sidelight of the tour operation is the ease which charter flights to Cuba can be arranged. A suitable aircraft chartered in the United States and permission from Havana airport is all that is required, making one wonder why people bother to hijack aircraft to Cuba.

Some additional expenses are incurred in Cuba during the tour, but these are minimal. Some participants elect to tour local sights while on "free" days in Havana. Taxi excursions can be obtained to local rail facilities or sugar mills, but these should only be taken with prior checking. Such non-scheduled visits generally do not have the express permission of the Cuban Government and the welcome provided by local authorities can sometimes be less than friendly. Refreshments and snacks are also not usually provided.

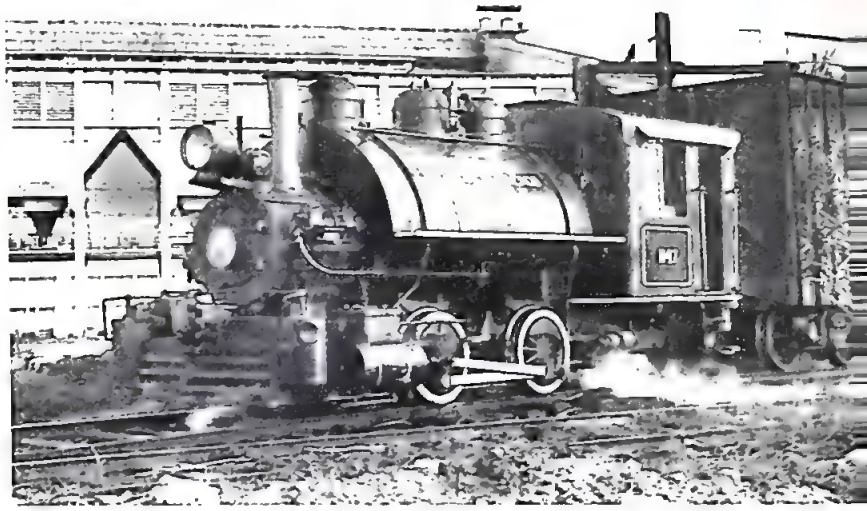
Photography on the tours is generally permitted, but checking with local authorities is suggested. All scheduled visits by the group include photographic privileges, with the possible exception of the main locomotive and car shops in Havana where the rules seem to vary. Visits by individuals to railroad facilities can sometimes be risky, especially in Havana, and unauthorized photographers run the risk of having their film confiscated. Aside from railroad facilities, photography of public buildings and military installations is not permitted.

A Spanish-speaking representative of Rail Study Tours accompanies the group during the entire trip. In addition, a representative of CUBATUR (the Cuban Tourist Bureau) is along for all scheduled activities, and representatives of Ferrocarriles de Cuba or the Cuban Sugar Ministry accompany appropriate parts of the tour—

LOUIS SAILLARD

miles apart. Countless "agency" stations are everywhere, where the operator can be seen bent over his telephone copying a train order in a manner which would do credit to the cover of a 1930s *Railroad* Magazine. Much American equipment remains from the 1950s and earlier, such as World War I vintage USRA tank cars still riding on archbar trucks. This has recently been supplemented by new passenger cars from Argentina; diesels from Canada, England, Hungary and Russia; and some unbelievable home-built rolling stock such as "Segunda Class" passenger cars built from flatcars and old bus bodies. One of these cars rides on trucks still bearing the lettering "NC&StLRR" on the sideframes.

What is travel like in Cuba in 1981? A railfan who had been there before was heard to remark just as our charter flight was leaving Miami, "If you're not a laid-back traveler when you go to Cuba, you are when you come back." So it was. Our trip was anything but flawless. Changes in plans often happen on short notice, and bureaucracy is alive and well on the island. For example, our trip scheduled one morning for a visit to the central station and engine facilities at Santiago—important since Santiago is the home of the five remaining Alco FAs operational on FdeC. In spite of advanced warning and the presence of a representative of the Ministry of Transport in Havana, a local kingdom builder refused us permission to photograph within his jurisdiction. Two hours of discussion and telephone calls to Havana were of no help, and we left photoless. Someone later remarked that if that particular bureaucrat should ever come to this country, his hospitality to railfans would surely allow him to find immediate employment with several no-



A PHOTO RUN-BY was performed with this 1916 Alco 4-6-0 at Central Argentina in Camaguay Provence, an operation with 45 miles of standard gauge track and six steam engines. Central Marcelo Saldo in Villa Clara Province had five beautifully-maintained engines, including this very busy little Davenport 0-4-0T (**right**).

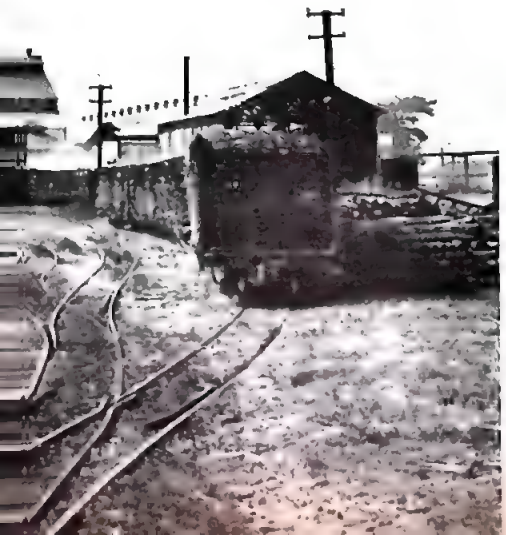
table railroads. The discovery of one FA on a passenger train at San Luis later the same day made the Santiago incident slightly less bothersome.

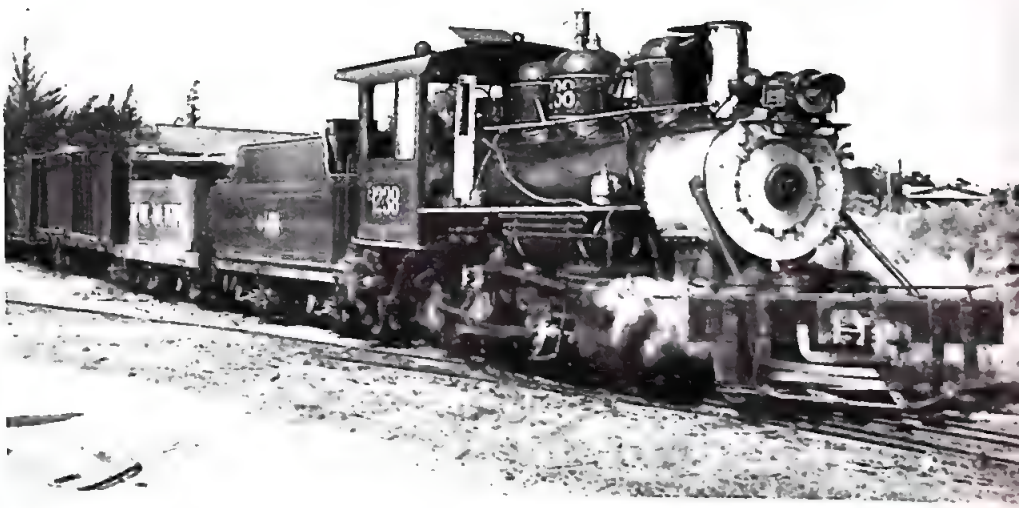
Yet, Santiago was not typical. At Santa Clara our group was assembled, quite formally welcomed, encouraged to ask questions and then given a guided tour of all the facilities, including the dispatchers office. After the tour we returned to the depot for refreshments and all given a copy of the current timetable ("Nuevos Horarios, Division Centro, Ferrocarriles de Cuba") as a going away gift. No one could have asked for more.

Accommodations on our trip varied. Our headquarters in Havana were in the Hotel Nacional, which dated from the 1920s and quite a showplace in its day. It is still in good condition, although sometimes lacking in hot water. In other cities we generally stayed in tourist hotels built in recent years and all identical. Sanitation was generally good and the food sometimes excellent. More than one person in our group of 18 came home a few pounds heavier in spite of a vigorous trip.

Our tour, shown in the photos, ranged from Havana to Guantanamo at the far eastern end of the island. Our group was, in fact, the first ever to visit Guantanamo province, which unfortunately proved to have no operational steam but exhibited quite a railcar collection on the main lines. At the 17 sugar mills of the "Centrals" we visited, we found most operations to be standard gauge with the Baldwin 2-8-0 the most common engine. A few surprises were sighted such as a Rogers 2-4-2T (the only coal burner we found) and a Vulcan 0-4-2T. The narrow gauge centrals we visited were either 30-inch or 36-inch gauge, although some rare gauges such as 34½ inches still operate on the other parts of the island. At one time the narrow gauge lines were estimated to be 40% of the total industrial rail mileage in the country, and those that remain seem to exhibit a bit more character than the standard gauge lines. In fact, my vote for the cutest Cuban locomotive goes to a tiny 30-inch gauge Porter 2-6-0 built in 1915 which switches the yard at the Gregorio A. Manalich operation at Mercedita. Looking back it seems difficult to believe, but after a week our group began to tire of standard gauge 2-8-0s and was heard to complain if all a central had to offer was a couple of Consolidations switching the mill yard.

A note about numbers: Most Cuban sugar steamers carry two and sometimes three different numbers, so a word of explanation is necessary. MINAZ, the Cuban governmental organization that operates all sugar centrals, has renumbered all sugar locomotives into a single nation-wide scheme.





CENTRAL MAL TIEMPO at Andreita is home for five Baldwin 30-inch gauge 2-8-0s, a pair of standard gauge Alco 2-8-0s and one Russian diesel; note the open-air engine shed behind the military truck (left). Outside-frame 2-8-0 1238 is a 1925 Baldwin classic.

A RUSSIAN DIESEL was working a freight train at Cruces. This six-motor 61611 has a four-cycle engine and is in FdeC colors of red with yellow trim. One of the fascinating aspects of Cuban railroads is their mix of U.S. and Soviet equipment all working together.

This system organizes locomotives by location in the country (from west to east) and tractive effort. The lowest numbered locomotives (the 1100 class, known to extend from 1101 to at least 1179) are the lightest, and the 1900 class (1901 to 1911) are the heaviest. This number usually appears under the locomotive cab. In addition, the number of the "central," or mill, often appears on the locomotive's tender, sometimes causing confusion as to the number of the engine.

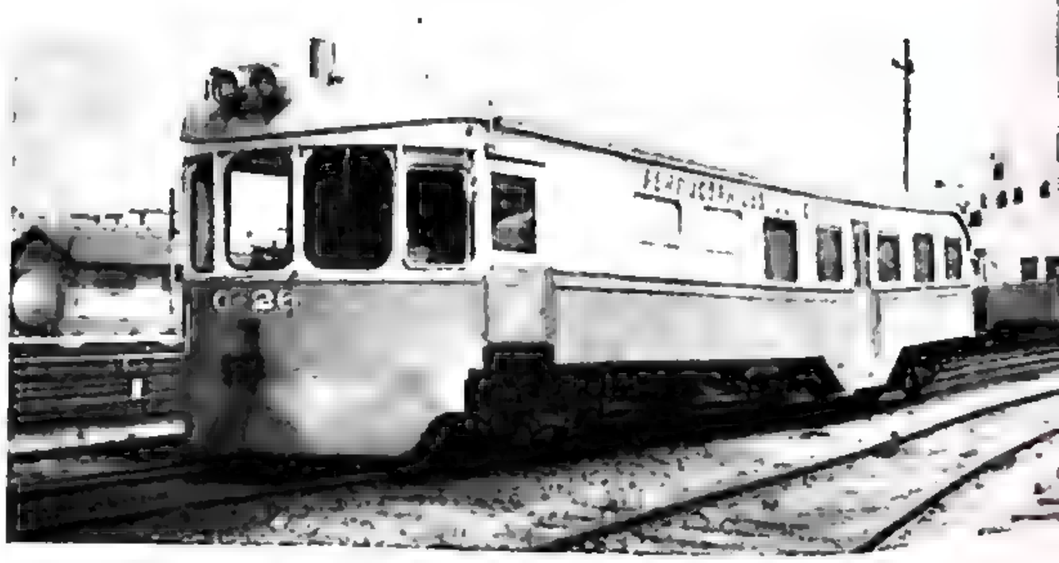
Most of the locomotive number plates on the smokeboxes have been altered or replaced to reflect the MINAZ renumbering, but some have not, notably at Central Mal Tiempo. These locomotives still exhibit their original numbers from the time of their construction. This number should be disregarded as now obsolete, although the untampered plates give indications of the locomotive's ancestry.

Cuba offers much for the railcar buff who has to contend almost entirely with Budd RDCs and museum cars in this country. A large number of Fiat railcars built in Argentina are to be seen, along with a few Brill Model 55s, most of which have been heavily modified. The prize railcar on our trip was an ACF car built for the Norfolk Southern and now an FdeC inspection car equipped with a motorman's ("Motorista's") compartment, a galley, four upper and four lower fixed berths and an observation compartment with lounge chairs. No fewer than 26 RDCs were built for the railroads of Cuba (16 cars for the Consolidated Railroads of Cuba in 1951 and ten for the Western Railway of Cuba in 1956 and 1957) and most remain operational, although no longer self-propelled, but operated in locomotive-hauled trains.

Our RDC train ride from Moron to Santa Clara, about 130 miles, did indeed have two self-propelled cars, but while they were coupled, each had its own "motorista," and each man got a train order of his own at each agency station. Exactly one FdeC RDC is still air conditioned, but it was not one of the cars on our train.

And, the railroad that interested me in Cuba in the first place, the Hershey Cuban Railway, is still alive and well. The old Hershey mill has been re-named "Central Camilo Cienfuegos" after a Cuban political hero, but the station there still goes by its original name. One disadvantage of the old Hershey operation was that it did not serve downtown Havana but terminated at Casablanca, on the east side of the harbor from the city. FdeC has sought to correct this, and new electrified trackage has been constructed—not yet operational at the time of our visit—which will bring cars into the city itself. Some of the old 1920-vintage Brill passenger cars are still operational along with West German railcars and main line passenger equipment converted to electric operation. Passenger service remains at high levels on all Cuban railways, since automobile ownership is a fraction of what it was 20 years ago. The few automobiles which remain in operation are a remarkable collection of mostly 1950-vintage American cars which are themselves worth a trip to the island. Freight traffic on the old Hershey operation is accomplished by a few French diesels converted into electrics, some General Electric steeple cabs which date from July 1920, and a few stray diesels, notably Montreal RS2s and GE 70-tonners.

Finances and political differences willing, a trip to Cuba is an extremely worthwhile endeavor, particularly for the lover of small equipment and branch lines. The equipment and operations are as diverse as any in the world which uses North American practice. Hurry to Cuba.



THE HERSHEY CUBAN interurban still retains much of its old flavor; here two converted standard coaches stop at Guanabo, about half way between Hershey and Casablanca. FdeC inspection car C-26 (above) shown

PHOTOGRAPHY KERMIT GEARY, JR., EXCEPT AS NOTED

Tidewater 251s

Norfolk & Western Alcos still populate Norfolk. **by Kermit Geary, Jr.**

The fans in the grandstand are cheering as the home team leads 251 to 645. That's a strange score for baseball, but these particular fans in the bleachers alongside the Norfolk & Western Lamberts Point yard lead have their backs to the ball diamond as they watch six-motor black Alcos boil out black smoke as they shove trainloads of black diamonds to the waiting ships at Norfolk's coal piers. Alongside a busy piece of railroad like Lamberts Point Yard, the little ballpark makes an ideal public place to watch the N&W's parade of Alcos in good sunlight without having to trespass on railroad property.

Like many railroads which concentrated their minority motive power at specific locations as their numbers dwindled (BN Alcos at Vancouver, IC C636s at Paducah, C&NW Alcos at Huron and FMs at Escanaba, etc.), the N&W has utilized Norfok as a port of last resort for its "interesting" power for many years. A decade ago it was home for the former Virginian's H16-44s while the legendary Train Masters hid out at Mullens. Then came the 244-powered Alcos, and now simply the last Alcos, as former-Nickel Plate RSD12s work alongside Roanoke-original C630s and T6 switchers. While EMDs and GEs monopolize the road jobs, a good number of these Alcos still patrol the Norfolk yard limits.

Lamberts Point Yard in Norfolk is the N&W's largest salt-water port facility, and one of the very largest anywhere, for that matter, transloading over 3 million tons a month. With its huge Pier 6 protruding westward into the estuary of the Elizabeth River on the bay known as Hampton Roads, the yard lies on an east-west axis right off the north end of the Portsmouth-Norfolk U.S. 58 auto tunnel.

Loaded coal trains, using a combination of the old Virginian and original N&W main lines from Roanoke and the coal fields approach Norfolk from the southwest closely following Route 460 through Suffolk and Chesapeake before circling through the south side of town to enter Lamberts Point yard heading westward. The arriving coal trains then traverse the loop track that encircles the storage yard before their units are cut off and taken to the engine terminal on the south side of the yard (the engine terminal is relatively inaccessible, and railfan visitors are not welcome).

The trains are then classified by the origins and types of coal and sorted into the various staging areas in the yard. As cars are needed for the dumpers, they are then broken down into cuts of 35 to 55 cars and pushed up "the hill" to the thawing sheds and rotary car dumpers. It is this sorting that employs the Alcos on the endless pulls and shoves down the long multi-track lead past the ballpark. All of the crossover switches on the throat at that point are hand-thrown, so there is ample time to photograph the Alcos when they stop to let the brakeman line the route for their next move.

After dumping, the empties roll by gravity into the empty yard where they are made up into 250-to-300-car trains for return to the mines. Empty trains leave the yard on an average of about one every three hours.

This Lamberts Point Yard and Pier 6

Tidewater 251s

ship-loading facility is one of the finest in the world designed for export of high-grade metallurgical coal—the type used in steel-making. "Met" coal is blended to the customer's specifications by taking the coal from various mines and mixing it as it's loaded into the ship by carefully determining the order in which the hopper cars are dumped. This blending requires a great deal of storage yard space, as loaded cars may have to wait a considerable length of time before they are needed for a specific spot on a specific ship.

The energy crisis has changed the complexion of export coal these days, and it is now "steam coal" for burning in power plants that is presently in demand. Steam coal doesn't require the careful loading sequences of met coal, and the N&W has made great strides in recent years to streamline the handling of steam coal while retaining Pier 6's great advantage as a met coal facility.

The Alcos is use at Lamberts point in March 1982 consisted of four ex-NKP RSD12s, ten C630s and about 18 T6 switchers. The RSD12s are the 250, 251, 252 and 258, while the C630s are the 1130-1139. The big Centuries from 1135 up are particularly interesting in that they are riding on Fairbanks Morse Train Master trucks, and they are frequently mated to slugs cut down from Virginian and Wabash Train Masters on, of course, the same trucks.

While all ten of the C636s have been seen in Norfolk in the past few years, the fleet also covers a couple of assignments in Roanoke and sometimes Bluefield, so there is likely only six or seven at Lamberts Point at any given time. The C630s have been undergoing program overhauls and are not slated for replacement in the forseeable future, but the RSD12s and T6s face a much less optimistic fate. The N&W has reportedly acknowledged that they will continue to be used on a unit-by-unit basis until they break down or come due for major overhaul, at which time they will be retired, so their number can only dwindle from here on.

Sharing the heavy work at Lamberts Point with the six-motor Alcos are some other N&W rarities, the ex-NKP SD9s. Bought for use in the Wheeling & Lake Erie coal country around Dillonvale, Ohio, the high-nose SD9s share the same heritage as the RSD12s, while the big Centuries were bumped off the N&W main line. Additionally, not-so-rare EMD and GE road units are occasionally drafted for yard work.

The N&W rostered 40 of the 57 T6s built, and about 18 of them are presently assigned to the Norfolk area. Unlike the six-motor coal yard power, however, the T6s tend to congregate Portlock Yard, about five miles south of Lamberts Point, which serves as the N&W's merchandise yard and an overflow coal storage yard. The notch-nosed switchers work Portlock and handle interchange work with the Norfolk & Portsmouth Belt and the Southern Railway's old Norfolk Southern, as well as local service around the Norfolk area. Since Portlock's engine facility is only a "gas station," the T6s are assigned to Lamberts Point for maintenance.

And one would be remiss in not mentioning the one other N&W "family" Alco in the Norfolk area: Norfolk, Franklin & Danville's last Alco, low-nosed RS36 No. 2, originally Atlantic & Danville No. 2. This unit can be frequently seen at the NF&D terminal in Suffolk, where T6s also show up from time to time.

So, if you're partial to Alcos, we'd recommend you visit the ballpark at Lamberts Point while the score is still in your favor.

WM QUISMER

TRACY DIDAS

TRACY DIDAS

NORFOLK'S ALCOS include C630s, often working with slugs cut down from Train Masters (**page 31, above and below**) and ex-Nickel Plate RSD12s (**right and bottom left**) along with ex-NKP SD9s (**below right**) working Lamberts Point Yard, with its throat passing the baseball park (**left**). T6 switchers arrive in multiples of two or three (**below**) on transfer runs and are numerous at the Portlock facility (**bottom right**). The NF&D's last Alco, RS36 No. 2 (**bottom**), is often at Suffolk.

TRACY DIDAS

DOUG LILLY

TWO PHOTOS J.J. YOUNG, JR.

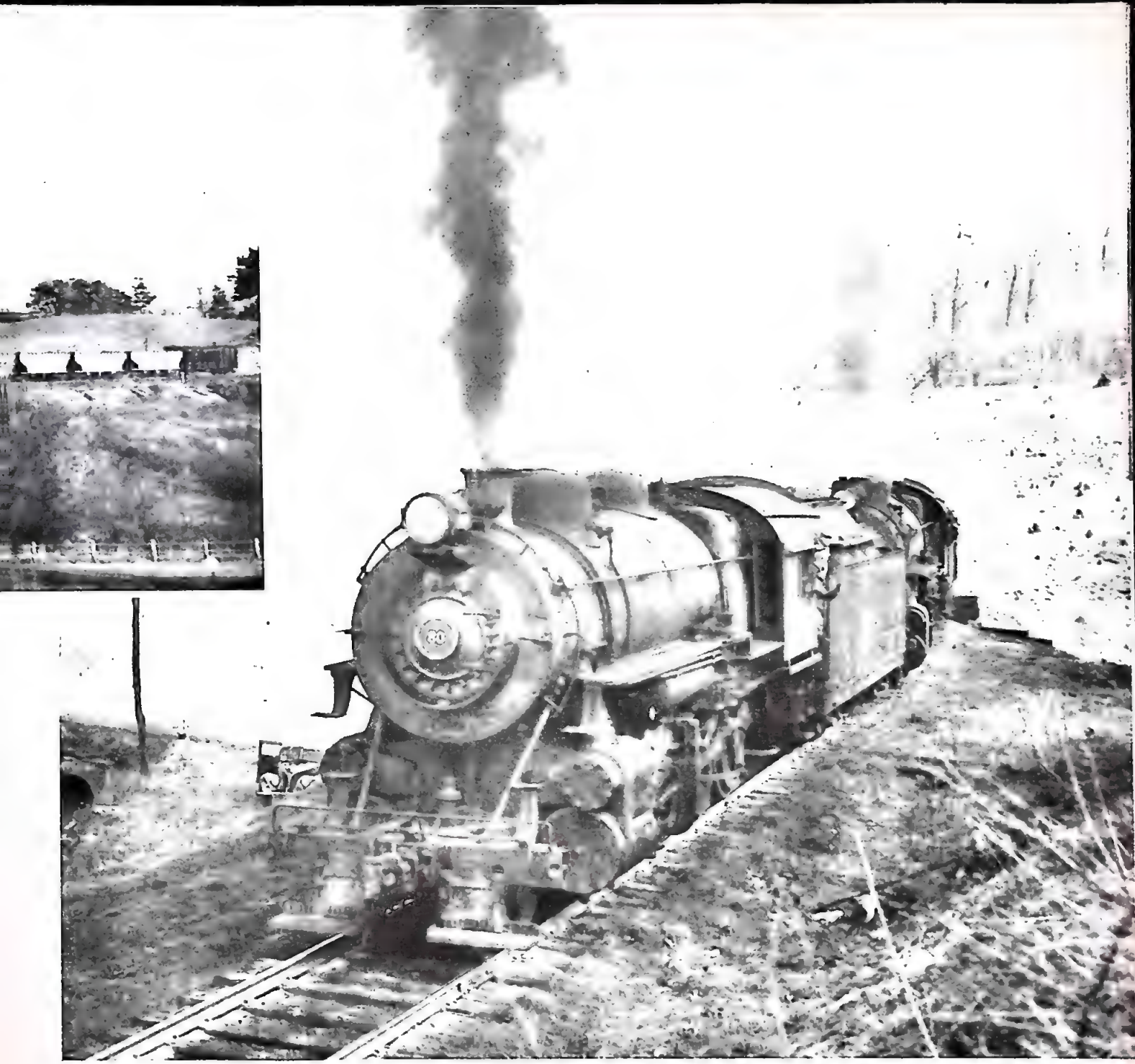
The Kaylor Chronicles: The PRR Era

Steam on the Western Allegheny. **by Peter I. Roehm**

While it is the present day operation of B&LE F-units that brings the Western Allegheny to the attention of today's railfans, this 18-mile coal carrier north of Pittsburgh in western Pennsylvania has a fascinating history and is worthy of attention in its own right. Over the years it has functioned as an independent carrier, a ward of the Pennsylvania Railroad, and finally a part of the Bessemer & Lake Erie. The line today runs between Kaylor and the B&LE connection at Queen Junction, serving quite a number of coal loaders, but it once extended all the way across Pennsylvania's Butler County into portions of Armstrong and Lawrence counties neighboring on either side.

The line was incorporated on April 2, 1902, in the interests of the Great Lakes Coal Company to tap the bituminous coal fields of Butler and Armstrong counties just west of East Brady on the Allegheny River. Ownership soon passed to the North Penn Coal Company as successor to Great Lakes. By 1903, the 18 miles had been completed between Kaylor and the B&LE main line at Queen Junction, plus a three-mile branch from Blacksburg (just west of Kaylor) to Snow Hill.

E.R. KERN, JR./MARC BALKIN COLLECTION



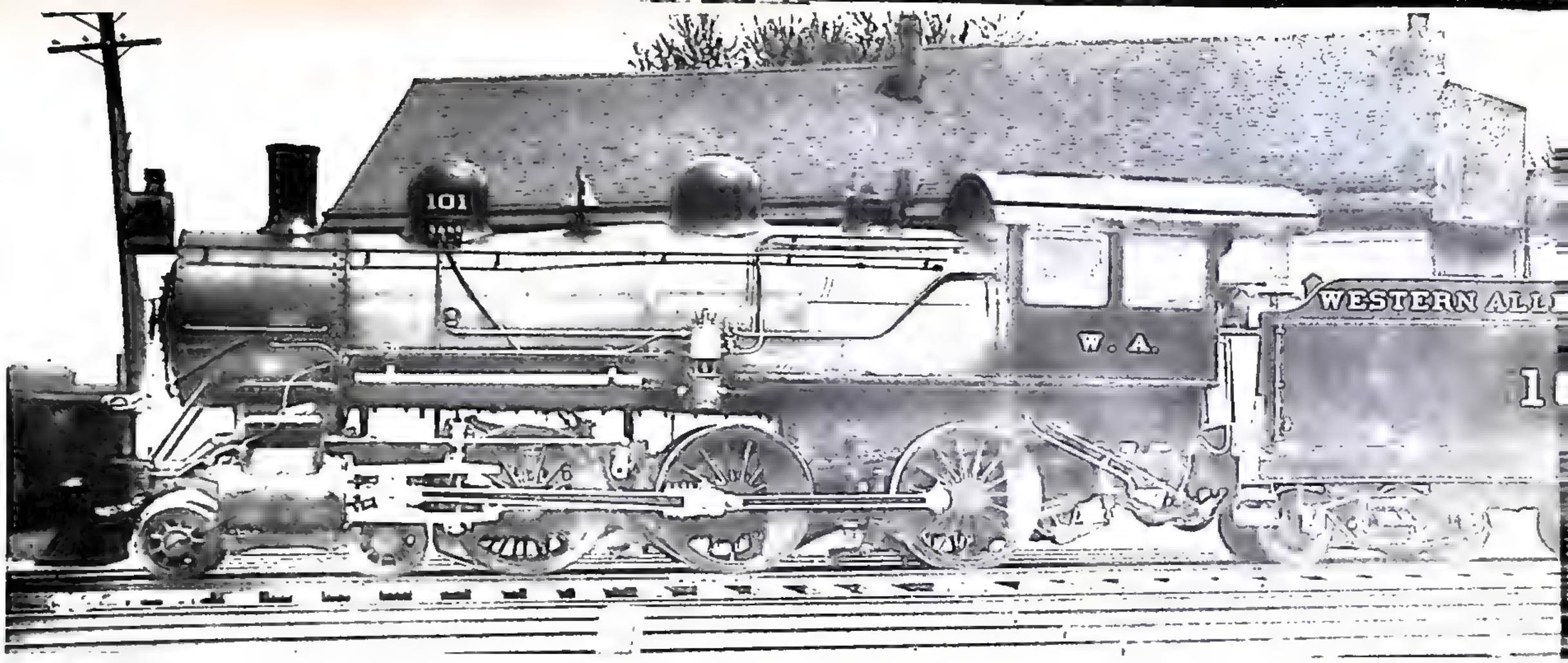
LIMESTONE filled the hoppers as 2-8-0s 80 and 85 crossed Route 68 west of Kaylor (above) in April 1950, and 80 got pusher duty at the same location (left) in August 1952. The 85 was crossing Route 38 at Hooker (top left) in October 1951.

Operation began on August 20, 1903, by the B&LE, which at that time was the line's only connection.

By 1906 the line had been extended an additional 23 miles westward from Queen Junction to the Buffalo, Rochester & Pittsburgh connection at East New Castle. During 1907 the line was completed three miles eastward from Kaylor to Brady's Bend. On January 1, 1908, the Western Allegheny began independent operation and the B&LE withdrew. Early motive power included 4-4-0 No. 4 (ex-DL&W 443 that had originally been Morris & Essex No. 25), 4-4-0 No. 5 (ex-PRR 5096/5596 and earlier Philadelphia, Wilmington & Baltimore 96) and 4-4-0 No. 6 (ex-PRR 3660/920). New passenger power was of such as 4-6-0 No. 101, a handsome machine from Schenectady in 1907.

In 1912 the WA was extended westward again about four miles from East New Castle to a connection with the B&O Pittsburgh-Chicago main line at West Pittsburgh. On August 12, 1912, however, the line entered into receivership. On September 1, 1913, a receiver was appointed who kept the line going after reorganization as an independent carrier. A mile of the Snow Hill branch, from Barnhart out, had been abandoned in 1909, and the remainder was torn out in 1916.

Freight traffic was coal—the line's *raison d'etre*. Ton-miles had exceeded 30,000,000 in the mid to late Twenties, but during the Depression dropped to less than 5,000,000. After the War they were back up to 30,000,000 and over. Easily 99% of all freight was and is outbound. The line could make money when coal and limestone moved: $400,000-plus in the Twenties but $114,000 in the Thirties, with six of eight years



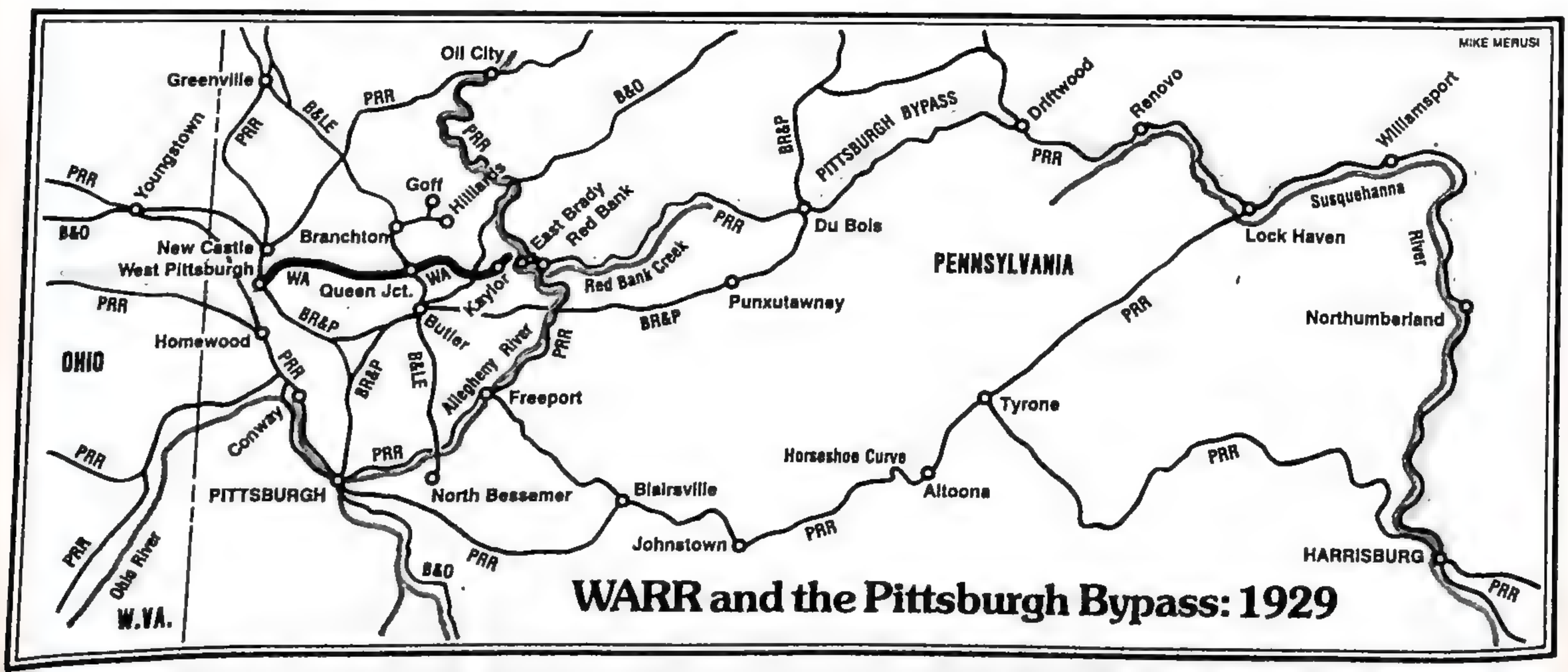
between 1931 and 1938 providing a negative net income. After 1939 it was positive on the net again with two years in the next 18 over $200,000. Aside from coal, the other big customer was U.S. Steel's Michigan Limestone Division located near Kaylor. Passenger traffic was not of much consequence, although the 1916 schedule showed four round trips between West Pittsburgh and Kaylor, with one between Kaylor and Brady's Bend only. The Brady's Bend-West Pittsburgh run came to 47.8 miles, the greatest main line mileage ever operated. Passenger miles in 1921 came to 600,000 but were down to 113,000 five years later and but 14,000 in 1930. In 1931 the service was terminated.

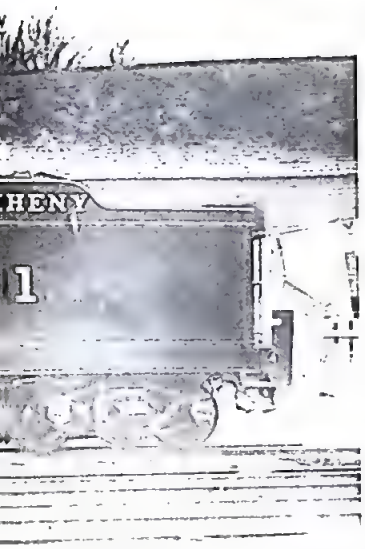
On February 12, 1926, the Pennsy purchased the entire capital stock of the WA from anxious stockholders for $1.5 million in the hopes of using the line as a Pittsburgh bypass, although it did not then connect with it then, nor did it ever thereafter. The PRR had acquired the Allegheny Valley low grade line between Red Bank and Driftwood to help in relieving itself of the 1.89% grade at Horseshoe, and this new route from Pittsburgh to Harrisburg would cut the Pittsburgh Division's ruling grade in half. The plans were to incorporate the WA into the PRR by having it connect with the Allegheny Valley route at East Brady via a large steel truss bridge (which was never built).

Looking at today's steep and twisting WA one would wonder how this route would have been an improvement over Horseshoe Curve, but had the bypass been completed the WA would have been upgraded with relocated curves and grades reduced below 1%. The west end of the railroad was to have been extended to a connection with the PRR near Homewood, Pa., for a link-up with the main line west.

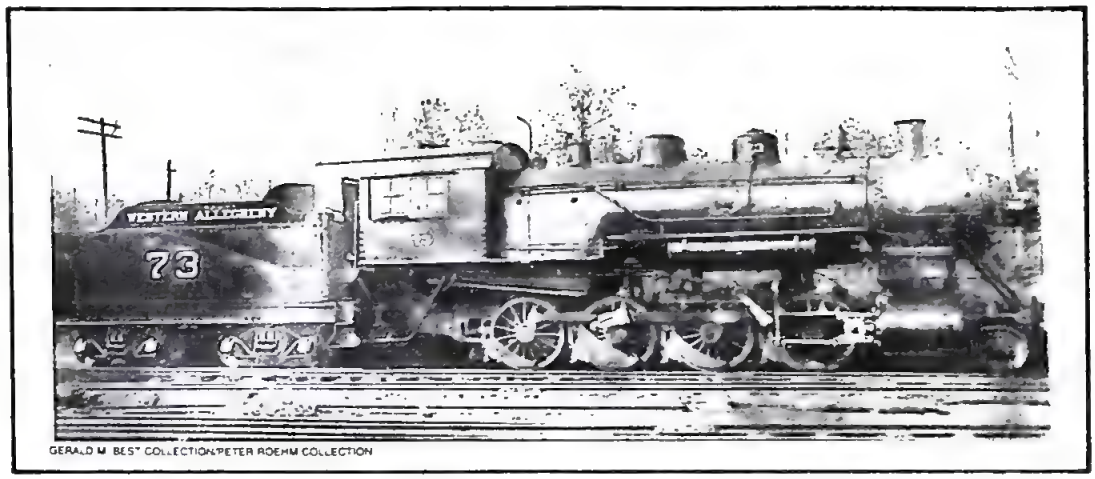
The Depression killed the Pittsburgh bypass project, and the WA was never upgraded nor extended the final mile down the rugged valley of Sugar Creek to the Allegheny River at East Brady where the bridge would have been built. The WA was now owned by the PRR, but it remained connected only to the B&LE. Since the B&LE handled all of the WA's interchange traffic, it supplied the hoppers for coal and limestone loading, while the PRR supplied the motive power in the form of H10s 2-8-0s.

Before the Pennsy power arrived, the Western Allegheny used secondhand Consolidations from the P&LE and the BR&P. The P&LE engines, three in number, were of a group built by Pittsburgh Locomotive Works in the late 1890s for





ALCO HISTORIC PHOTOS/PETER ROEHM COLLECTION



GERALD M. BEST COLLECTION/PETER ROEHM COLLECTION

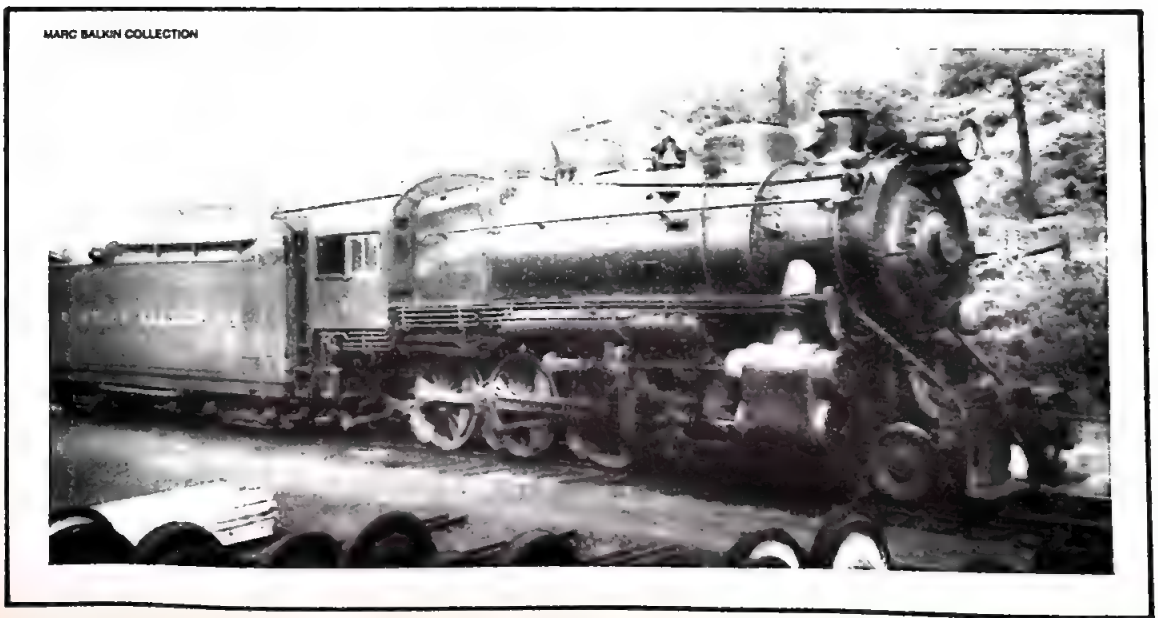
AMONG EARLY Western Allegheny locomotives were new Alco 4-6-0 101 built in 1907, and former-BR&P 2-8-0 319 which became WA 73 in 1922 (it was photographed here in Atlanta on August 16, 1922, en route from Southern Iron & Equipment in Birmingham). The PRR took over and the first H10s' arrived in 1927; the 84 wore the full name on its tender in the 1940s.

the P&LE and two subsidiary lines, PMcK&Y and PC&Y. These locomotives were placed on the secondhand market before World War One, and such lines as the Monogahela, Montour, Tennessee, Scotts Run, and Morristown & Erie received them, as did used equipment dealers General Equipment and Southern Iron & Equipment for resale to such as the Rahway Valley; Tallulah Falls; Montana, Wyoming & Southern; and the San Antonio & Aransas Pass. These engines had PLW fluted steam domes and wood panelled cabs, and some had Fox trucks and 8400-gallon capacity tenders which came in handy in the hill country. The three that the WA received were numbered 31, 32 and 33 and had been, respectively, PMcK&Y 275/P&LE 9404, P&LE 129/9308, and P&LE 123/9302. The 31 eventually ended up on the Tallulah Falls in Georgia as its No. 76—the TF will be recalled as the line on which much of Disney's "Great Locomotive Chase" was filmed.

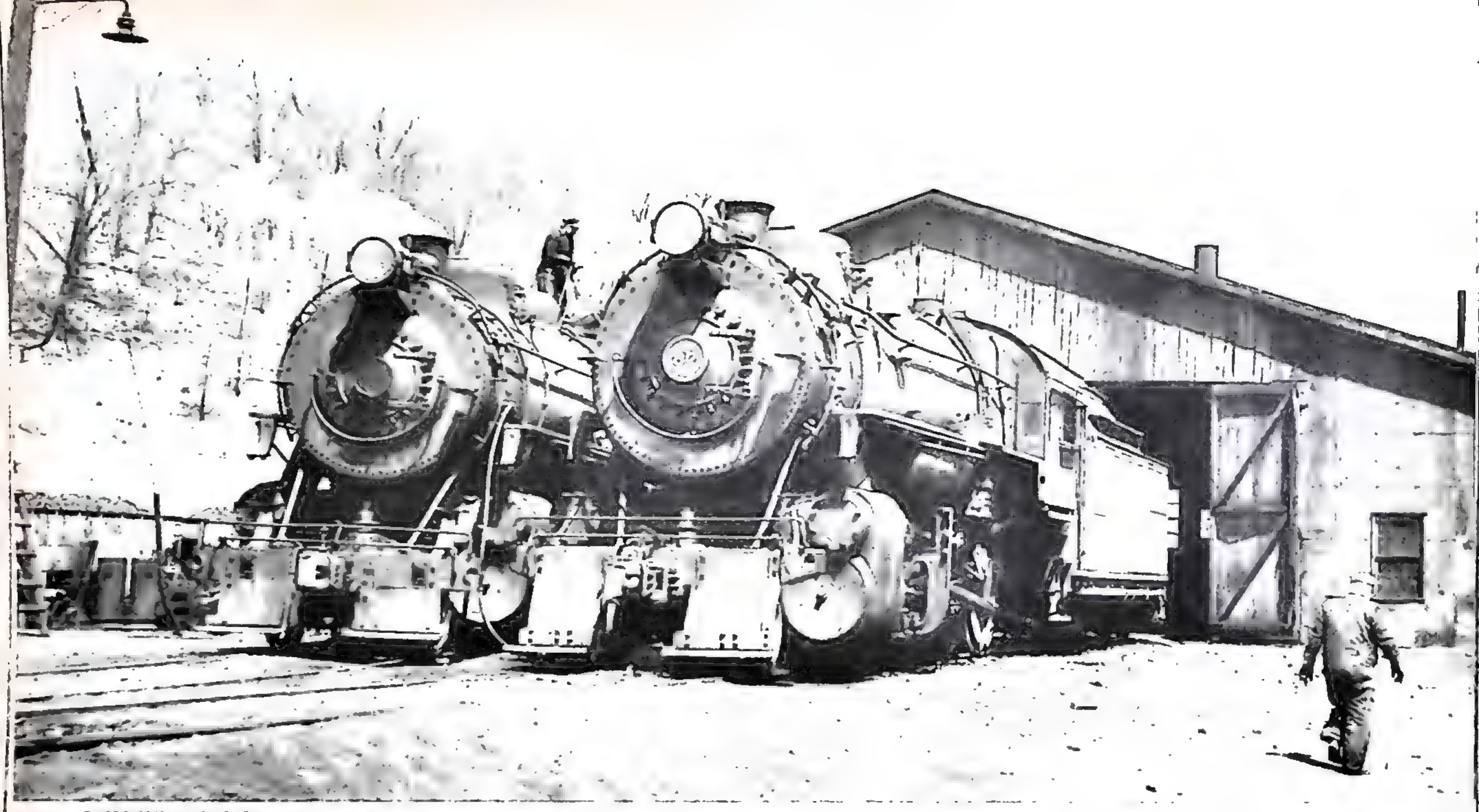
Also on the property at this time was 2-8-0 No. 60, which had been PRR 2517/634/6246/6311. And then came the Buffalo, Rochester & Pittsburgh engines, a group of 2-8-0s that, not unlike the P&LE power, had found their way to many short lines, including the far-away Tonopah & Goldfield. These Brooks graduates of 1902-3 were WA numbers 70-75—with two 72s! They had been BR&P 264, 314, 310, 319, 259, 266 and 313. The 310/first 72 soon went to the Missouri & North Arkansas as its No. 37.

In March and April 1927, the WA acquired its first two Pennsy H10s 2-8-0s, the types for which the line would become famous to railfans. Numbered 80 and 81, the Pennsy 7085 and 7560, respectively, were built by Alco/Pittsburgh in 1913. Two more H10s', 7106 and 7559, arrived in March 1928 to become WA 82 and 83, and July 1929 and March 1930 saw the arrival of 7621 and 7107 to become WA 84 and 85. These six locomotives were the workhorses for the Depression years.

Out of the Depression, the WA decided that the 26.5 miles west of Queen Junction were no longer necessary, and they were taken out of service in 1939. In 1940 the .9-mile segment between Brady's Bend and Dewey was taken out, and with the onset of hostilities of World War Two, the track west of Queen Junction was ripped up in 1942. (Today, some portions of the old roadbed remain, and in West Pittsburgh the ballpark still has a few rotting ties on it near where the line came out of a notch and had a station and shops.) With



MARC BALKIN COLLECTION



THREE PHOTOS J.J. YOUNG, JR.

THE KAYLOR ENGINEHOUSE hosted the 85 and 87 in April 1950, the same day the 86 and a companion (**right**) stomped across Route 68 in downtown Kaylor with a load of limestone. The 86 and 80 were working fore-and-aft on 13 loads of limestone from Dewey (**top right**) at Kaylor in 1952.

the western and extreme eastern end gone, the mileage now fell to 20.5.

After the War, operating revenues were high from the continuing shipments of coal and limestone and went as high as $619,000 in 1951. Two more Pennsy Consolidations, the WA's last steam locomotives, arrived in the spring of 1950. Pennsy 9920, WA 86, was built by Alco as an H8c in 1910 and converted by the Pennsy to an H10s in 1916. Ironically, the WA's newest engine, No. 87, was also the oldest of the H10s fleet, having been built as an H8a by Baldwin in May 1910 and upgraded to an H10s in 1919.

It was during the mid-1950s, when Pennsy steam was vanishing elsewhere, that the Western Allegheny gained its first real nationwide notoriety by continuing to hoist coal and limestone out of the valley with laboring 2-8-0s fore and aft with the proportion of two engines to a baker's dozen cars. Isolated from the PRR, the WA 2-8-0s and distinctive ex-PRR "boxcar" caboose retained WESTERN ALLEGHENY lettering. On January 1, 1955, the PRR transferred control of the WA to the Pennsylvania Company, and in 1960 it went from there to the Manor Realty Company, a wholly-owned subsidiary of the railroad.

1957 was a rough year for the WA. That year the U.S. Steel Michigan Limestone facility at Dewey shut down and two-thirds of the WA's traffic vanished. Ton-miles went from 17.6 million in 1957 to less than 4 million with revenues of only $100,000 in 1960. By this time the roster was down to

Western Allegheny Ex-PRR H10s 2-8-0s

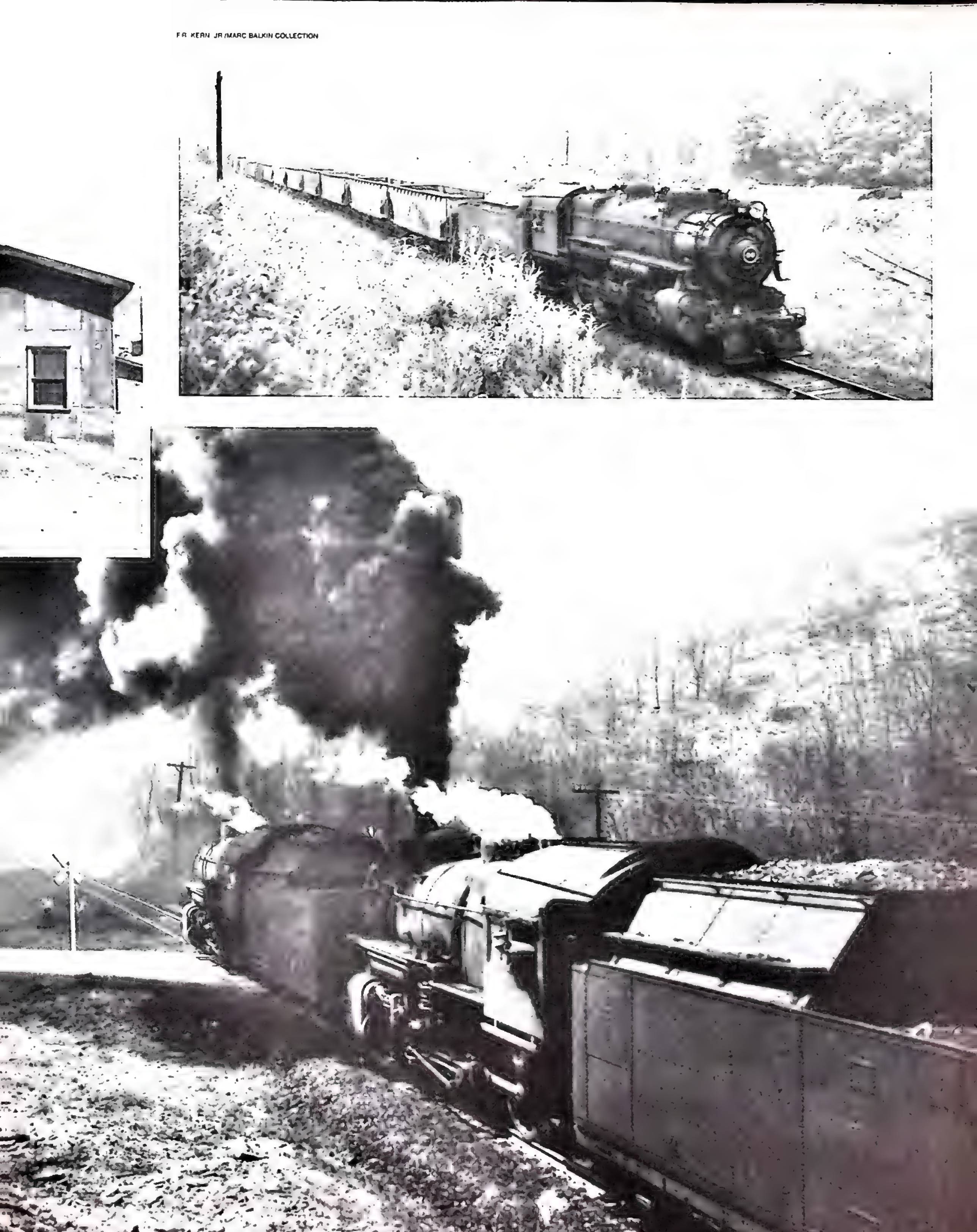
No.	Ex-PRR	Bldr.	B/N	Date	To WA	Notes
80	7085	Alco	53470	6/13	3/27	
81	7560	Alco	53493	9/13	4/27	
82	7106	BLW	40889	11/13	3/28	
83	7559	Alco	53492	9/13	3/28	
84	7621	BLW	42419	9/15	7/29	
85	7107	BLW	42405	9/15	3/30	
86	9920	Alco	48677	10/10	4/50	Built as H8c.
87	8646	BLW	34677	5/10	?/50	Built as H8a.

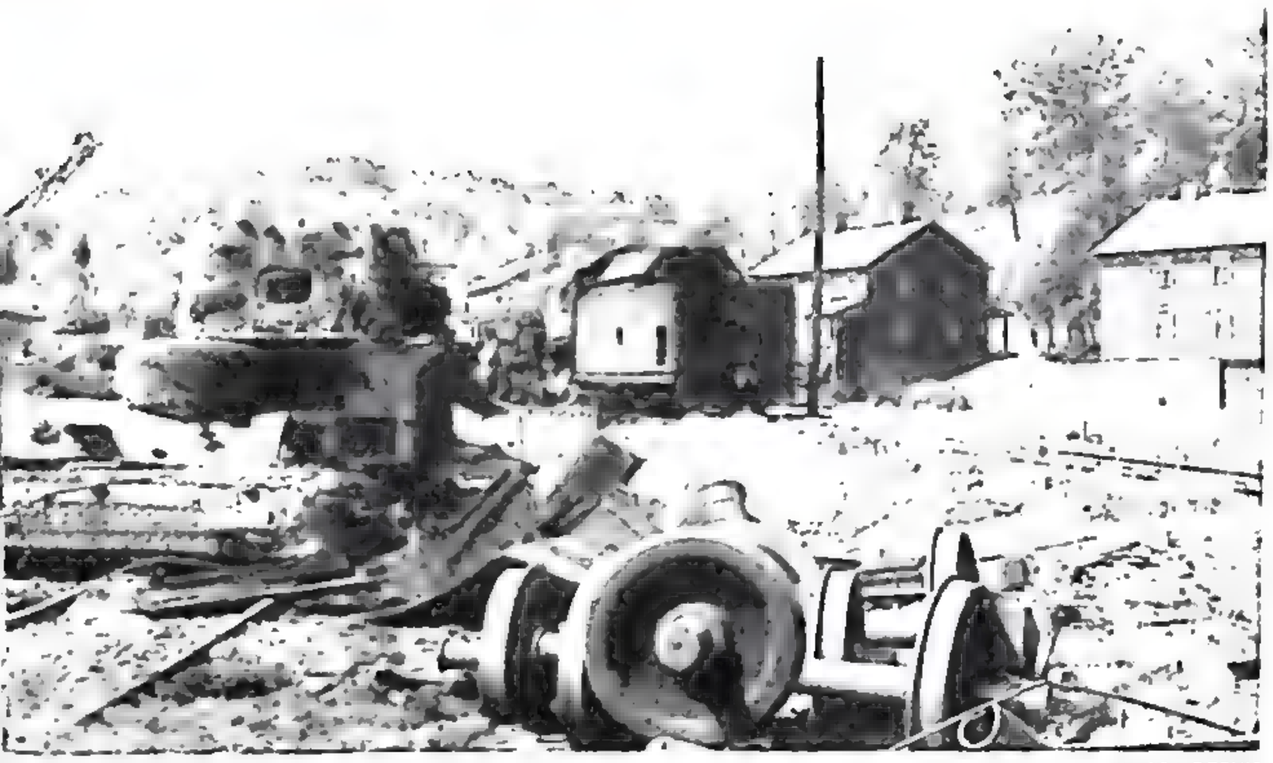
NOTE: 2-8-0s 80-87 were all PRR class H10s when assigned to WA. Only engines 80, 85, 86 and 87 were on WA when steam was retired in 1957.

Compiled by Jim Boyd from *Keystone Steam & Electric*, by Wm. B. Edson.

THE 85'S CREW seems to be having a conference as it pauses at Hooker in October 1951.

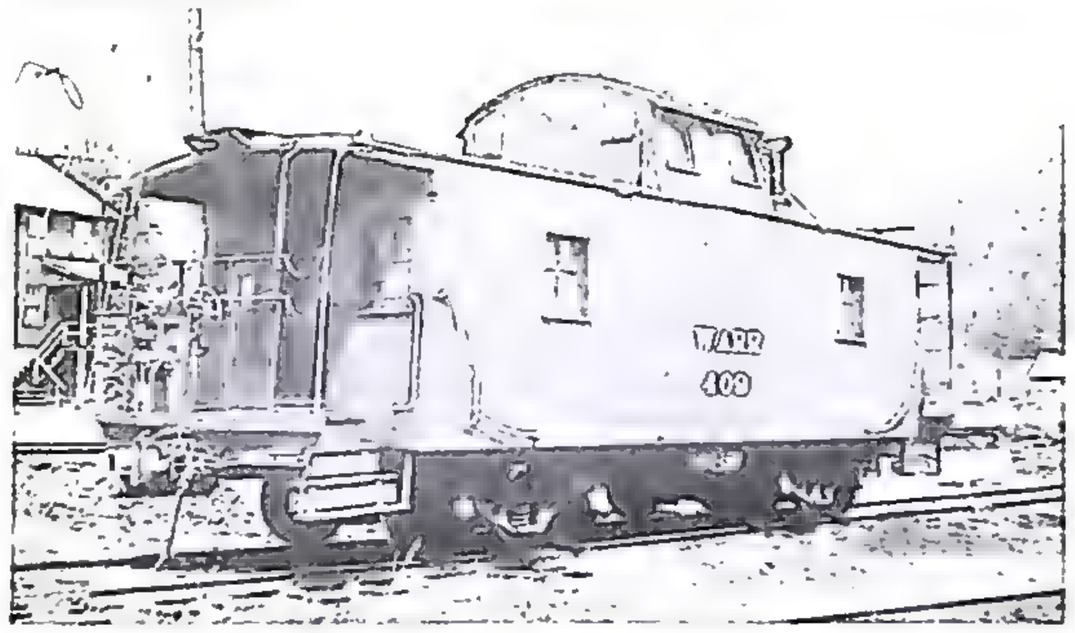
F.R. KERN JR./MARC BALKIN COLLECTION





PETER T. ROEHM

RICHARD WALLIN COLLECTION



THE LAST FOUR Consolidations were scrapped at Kaylor (left) in 1957, and Pennsy N5 409 replaced the "boxcar" caboose.

four H10s', the 80, 85, 86 and 87. With all of the misfortune, the Pennsy decided to scrap the steam and replace it with a diesel. The 86 did the honors on the last steam run on November 29, 1957, departing Kaylor at 3:30 p.m. and returning at 8:25. On December 3, 1957, Pennsy GP9 8805 began the new order, departing at 3:30 and returning to Kaylor at 9:40 p.m. Geeps and RS11s would be typical over the next few years.

This writer happened to be passing Kaylor one afternoon in late 1957 and saw the steamers in varying degrees of scrapping. I stopped to inquire about acquiring some of the hardware and was told to see the scrapper in Butler. He sold me the 80's headlight for $10, 86's number plate for $5 and its two builders plates for $2 each—not bad for the limited budget of a teenager!

Events around Western Allegheny country were not getting much better, and the Pennsy itself was having hard times; so on December 31, 1967, it sold the WA to the Bessemer & Lake Erie, where it became the Western Allegheny Division with its own crew seniority district to protect the former-PRR employees.

The limestone traffic was gone, but there was still a lot of profitable coal located in the nearby Kittanning, Freeport and Clarion seams. During the 1970s some new loaders were located on the line, supplied by trucks from mines a few miles away in the hills. Bessemer management took a second look at the ailing line as carloadings began to increase.

At the time it sold the WA to the Bessemer, the Pennsy had let the line deteriorate pretty badly. Its sharp curves prohibited the use of the big EMD SDs that were favored on the B&LE main line, so F7s became the normal power at Kaylor. Poor track caused numerous derailments, and some severe problems with the tunnel at Blacksburg resulted in serious talk of abandonment. About 1974 the ICC declared the tunnel too hazardous to permit crews to run through it, and the Bessemer began an interesting operation to keep trains moving while plans were made to reline the tunnel. An A-B set of F7s was kept at either end of the railroad, and the east set would shove its cars out of Kaylor and into the tunnel, popping out the west end with the diesels still clear of the east end. The crew would then drive by auto to the other set of units parked west of the tunnel. These would then back down, couple onto the train and pull it out of the tunnel and on to Queen Junction.

The energy crisis of the mid-1970s demonstrated the value of the WA's coal potential, and the B&LE began a program of upgrading the line with new ties, rail and ballast. Most importantly, the tunnel was relined and trains could be run through it "normally" again.

As more and more new SD38s made the B&LE's F-units surplus, it was recognized that a few would have to be retained for working the WA, where wheel wear would become a problem if SDs were used—although some SDs have shown up at Kaylor in the past. The Fs assigned to the WA were rebuilt at Greenville shops with new electrical gear and 645 power assemblies installed in their old 567 engines. The resulting "645BC" diesels are still rated at 1500 h.p., but in many other respects they are GP38s internally.

And so the little railroad that gained fame as the Commonwealth's last all-steam short line is once again in the spotlight as the home of increasingly rare diesels. Whatever equipment ultimately rules the hilly and curving Western Allegheny, the railroad should provide a picturesque and interesting setting.

TWO PHOTOS, PETER T. ROEHM

BLACK RS11S and Geeps worked the WA from the end of steam in 1957 to the B&LE takeover in 1967. The 8638 (left) was at Kaylor in 1958.

The Kaylor Chronicles: The B&LE Today

by Jim Boyd

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED

B&LE F7s are the power for today's Western Allegheny.

The bright orange Bessemer & Lake Erie "Special Instructions and Operating Rules" dated June 1, 1978 (the present one still in effect), accords the Kaylor branch two full pages under the heading WESTERN ALLEGHENY DIVISION. The "division" status of this 19.7-mile coal branch is in deference to the line's Pennsy heritage and the fact that it has its own seniority district to protect the ex-PRR employees.

A chain link fence surrounds the WA "compound" at Kaylor, where its office and servicing facilities are located at the site of the old wooden enginehouse, torn down about 1976 as a potential fire hazard. Of course, it's the locomotives that attract attention today: a quartet of F7s. With the B&LE rostering but one EMD switcher and a dozen F7s as its only non-six-motor power, the covered wagons of Kaylor would seem to have a reasonably secure future, as the curves and clearances of the WA tend to discourage the use of the SDs that are standard on the rest of the Bessemer. A color photo of an SD7 at Kaylor in the January 1980 *Extra 2200 South* proves that such units can work the WA, but they are definitely the exception to the rule. And the Kaylor F7s are no weary and worn offcasts; they have all been given recent overhaul and upgrading at Greenville and carry renewed electrical gear and prime movers with 645 power assemblies, although still rated at 1500 h.p.

With deep slag ballast and heavy steel rail, the WA of today is a vast improvement over the run-down branch the Bessemer bought from the Pennsy in 1967. More than a half-dozen active coal loaders on the line provide the incentive to drag strings of large, modern hoppers over the hills from the B&LE main line at Queen Junction, about 45 miles north of Pittsburgh. The WA twists and turns through the picturesque countryside, ducking through deep cuts and traversing a Virginian-esque trestle and one previously-troublesome tunnel.

With such a railroad and handsome Halloween-hued covered wagons, the Western Allegheny makes a natural railfan attraction. It has only one drawback, however. Because the coal loaders work daylight hours and shipments aren't usually ready until late afternoon, the WA doesn't normally turn a wheel until 4:00 p.m., and then works only weekdays. This means that photography is possible only during Daylight Saving Time, ideally in the long days of June and July, although the westbound run can be followed in daylight as far as Queen Junction into September if there aren't too many loaders to be switched en route.

The WA has become the quintessential coal railroad since the U.S. Steel Michigan Limestone plant at the east end of the line closed down in 1957—in the years prior to that plant's closing, loads of limestone outbound for the steel mills greatly outnumbered the loads of coal. The on-line coal business almost dried up in the late 1960s, but in the past

THE KAYLOR ENGINEHOUSE was torn down shortly after the photo below was taken in July 1975. In July 1981 the F7 B-unit, 721B, was stored by the open-air fuel facility.

decade it has come back strong as truck-dump loaders have located on the railroad for coal trucked in from off-line mines.

Four loaders are located on the 1.6 miles of track east of the engine facility at Kaylor, with five more strung out along the line to the west. A typical operating day will find the WA crew reporting shortly before 4:00 p.m. to the fenced-in compound at Kaylor where the old wooden enginehouse has been replaced with a steel caboose "office" and a couple of boxcars for supply sheds.

The agent at Branchton, a few miles north on the B&LE main line, handles the billing for the Western Allegheny, and each afternoon the conductor gets his paperwork lined up in the clean and pleasant caboose office at Kaylor as the rest of the crew prepares for the day's work. The diesel fueling facility is rudimentary but adequate, and a covered hopper supplies locomotive sand. The crew wastes little time, and once the work is outlined, things tend to happen quickly.

On three visits to the WA during July and September 1981, I concluded one thing: There is no such thing as a "typical" WA workday, except in the most general sense of the word. Although there were loaded hoppers at the photogenic Harcliffe tipple on my September visit, the agent had not released the cars for pick-up, and for the third time in a row the train didn't venture east of the engine terminal to permit pictures against the varied backdrops on that part of the line—the two July trips had found no cars at all east of Kaylor. The lesson here for the visiting railfan is that just because there are loaded hoppers at a tipple, don't necessarily assume that the train will stop to work there.

The WA does not use any kind of caboose any more, a circumstance that can really speed up operations. When the crew goes to work, they pull the locomotives from the "pen," pause outside to lock the gate and then take off up—or down—the valley to work their first tipple. During all three visits in 1981, there were four locomotives at Kaylor: orange 728 and ex-Pittsburgh & Conneaut Dock yellow-and-black 725 facing west, orange 727 facing east, and the only B-unit, 721B, set aside as a spare unit at Kaylor. The yellow P&C Dock unit was one of the B&LE's F7s that had been specially painted and assigned to the ore and coal docks at Conneaut, Ohio. Like the other remaining B&LE F7s, it has been overhauled in the Greenville shop and equipped with renewed electrical gear and 645 power assemblies in its old 567 engine. The B-unit was the victim of a mishap a couple of years ago when it got away on the hill and overturned in the ditch not far from the Kaylor engine terminal—the oddball grilles on its north side are bear witness to its rebuilding.

DOUG LEFFLER

The operation of the WA is almost ridiculously simple in basic concept: They go to work at 4:00 p.m., collect all outbound loads that have been released and take them west to the main line at Queen Junction, where they pick up a supply of empties and peddle them to the proper loaders on the way back to Kaylor. This may involve the A-A-A set of light locomotives scampering westward halfway across the railroad before picking up any kind of train, or drifting downgrade to one of the loaders east of Kaylor and then laboring up the 2.46% grade out of town with a string of loaded hoppers. The crew tends to romp right along with light engines, but they are very careful and run much more slowly when handling loads.

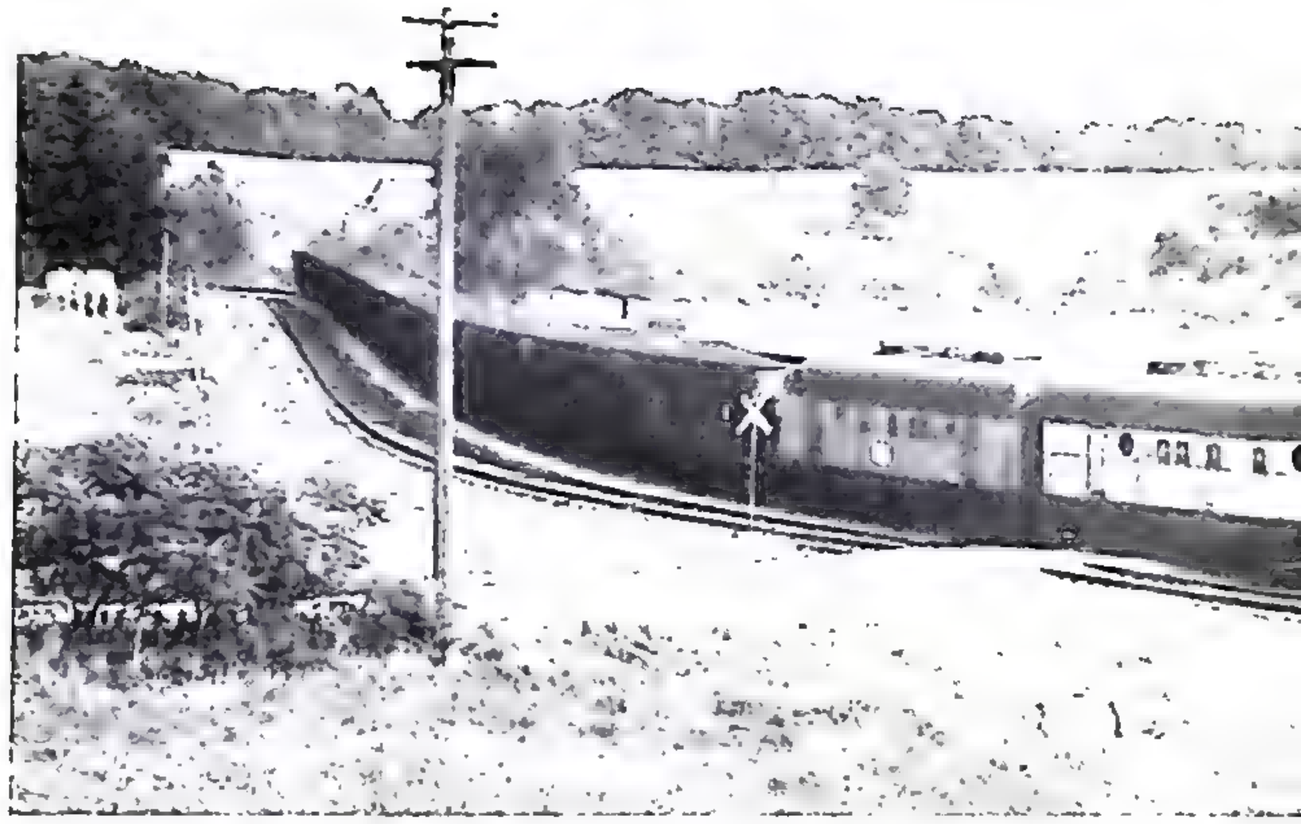
Highway 68 from East Brady on the Allegheny River picks up the WA at its east end of track in the valley of Sugar Creek near Brady's Bend. There are four active coal loaders between there and Kaylor. The portable H&G Coal Co. loader takes cars right on the main line and is the WA's easternmost customer ("northernmost" to the railroad, as *all* B&LE branches run timetable direction northward from the main line).

The Dewey "Blue Row Tipple" is next, with a modern conveyor loader and its own siding. In the same area is the Basic Energies loader, another portable affair that works cars spotted on the main line. The most interesting structure of the eastern four is the Harcliffe Tipple, a lovely old timber conveyor and bin off a truck dump. The Harcliffe has its own siding on the south side of the main.

Route 68 crosses the tracks in the middle of the community of Kaylor (pronounced KAY-lur) and parallels the railroad up past the engine facility. Another tipple, belonging to the Mauersburg Coal Co., is located right behind the engine pen. Route 68 crosses to the north side of the track again just beyond the engine facility and follows it up the valley to

GOING TO WORK at 4:00 p.m., the crew leaves the caboose "office" at Kaylor. Their first work may be one of the tipples, like the Harcliffe (below), east of town.

WAYNE BALKIN

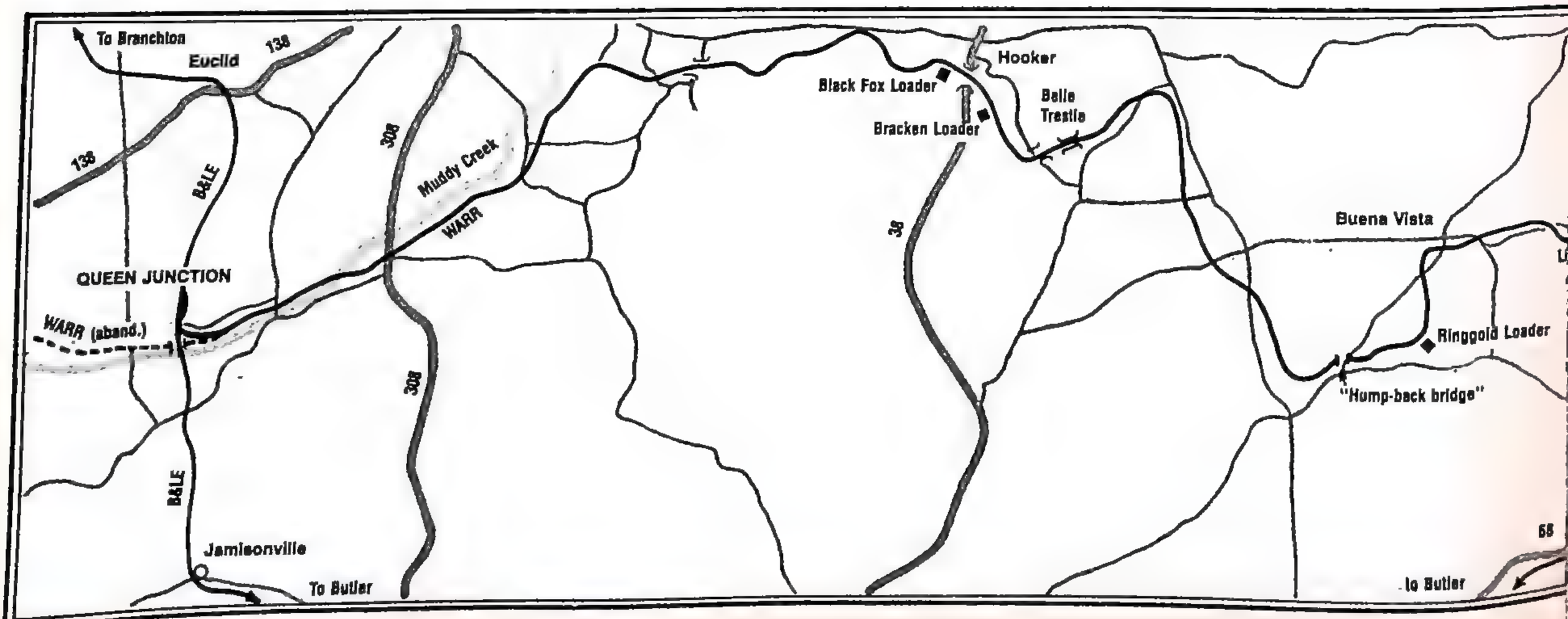


BELLE TRESTLE is on private property (left) and permission must be obtained to photograph it. The three units are returning home light in July 1981 after doing their last work at the Bracken Loader.

a bridge about a mile west of town where it ducks under the tracks and takes off around a hill to Kepples Corners. (The gravel road that seems to follow the tracks up the valley at this point swings northward away from the tracks after a short distance and presents little access to the railroad.) At Kepples Corners, a right turn onto Route 268 will put you over the top of the tunnel a little over a half mile to the north; the tunnel is hard to see, but the tracks approaching it are visible off to the east. Just east of the tunnel is the West Freedom Coal Co. loader, which is often the day's first work.

Continuing northwestward on 268 will bring you to a drive-in theater, and a left turn onto the main road west of the theater will shortly duck you under the tracks just west of the Kincaid loader, another active customer in spite of the abandoned appearance of the tipple site. A right turn onto the road just south of the highway underpass is the key to following the railroad, and just a short distance to the west the WA leaps across the B&O Butler-Petrolia line, which is in a deep cut. (If you have some extra time in the area, that line is well worth a look with some beautiful timber trestles near Chicora and a truly fascinating refinery complex at Petrolia. A Chessie Geep works Petrolia on weekdays and seems to depart southward about the time the WA is going to work.)

Country roads follow the WA pretty well, and the hilly terrain provides numerous photo opportunities including some old oil derricks and a curving passing track known as Liggett. A left turn in the small community of Buena Vista will put you on a road that cuts across a curve on the railroad and then swings around a hillside out of view of the tracks before it pops out atop a wooden bridge over the railroad. About a half mile east of the bridge is the Ringgold loader,

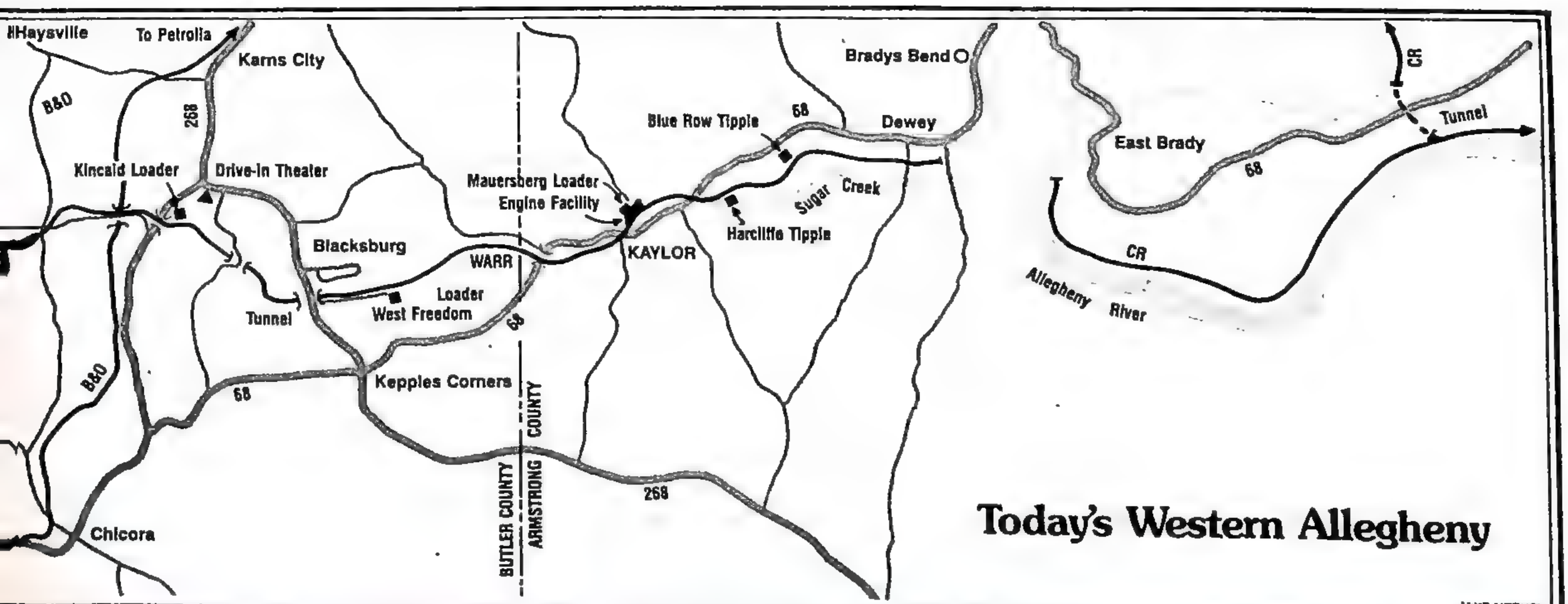


LIGGETT SIDING presents an attractive view (**above**) of a westbound train in September 1981. A few miles east, a deck girder carries the WA over the B&O's Butler-Petrolia line (**right**). 728 is westbound.

another potential stop for the westbound train.

The track and roads do quite a bit of turning and criss-crossing in the next few miles westbound, and following the map will be essential unless you have a well-developed sense of hill-country navigation. About a mile east of Hooker a glimpse can be had of a high steel trestle back in the woods. A locked gate blocks the access road, and the bridge is on the private property of William Barnhart, who lives just off the main road south of the bridge. Mr. Barnhart has had problems in the past with non-rail trespassers and is rather sensitive to strangers venturing back there; he is a locomotive engineer for Armco at Butler, however, and indicated that he would tolerate railfan photographers who ask permission first.

The biggest and busiest coal customer on the line is the Bracken Construction Co. loader at Hooker. Located on the south side of the railroad just east of the Route 38 underpass, the Bracken has a small yard and is a sure stop for the train and a good place for photos. Trespassing into the loader complex is unwise and unnecessary, as the units usually make a number of moves right across the Route 38 bridge in a very favorable setting with a lush bed of orange tiger lilies that match the color of the diesels. The small Black Fox loader immediately west of there is also an excellent spot for pictures, and during the crew's last switching moves at the Bracken, they often pull the train well past the Black Fox so that the brakeman can line the switch above the Route 38 bridge; not having a caboose, the train then backs up past the Black Fox loader again all the way to the bridge to let the brakeman board the locomotives before departing westward—an effective photo runby for railfans.



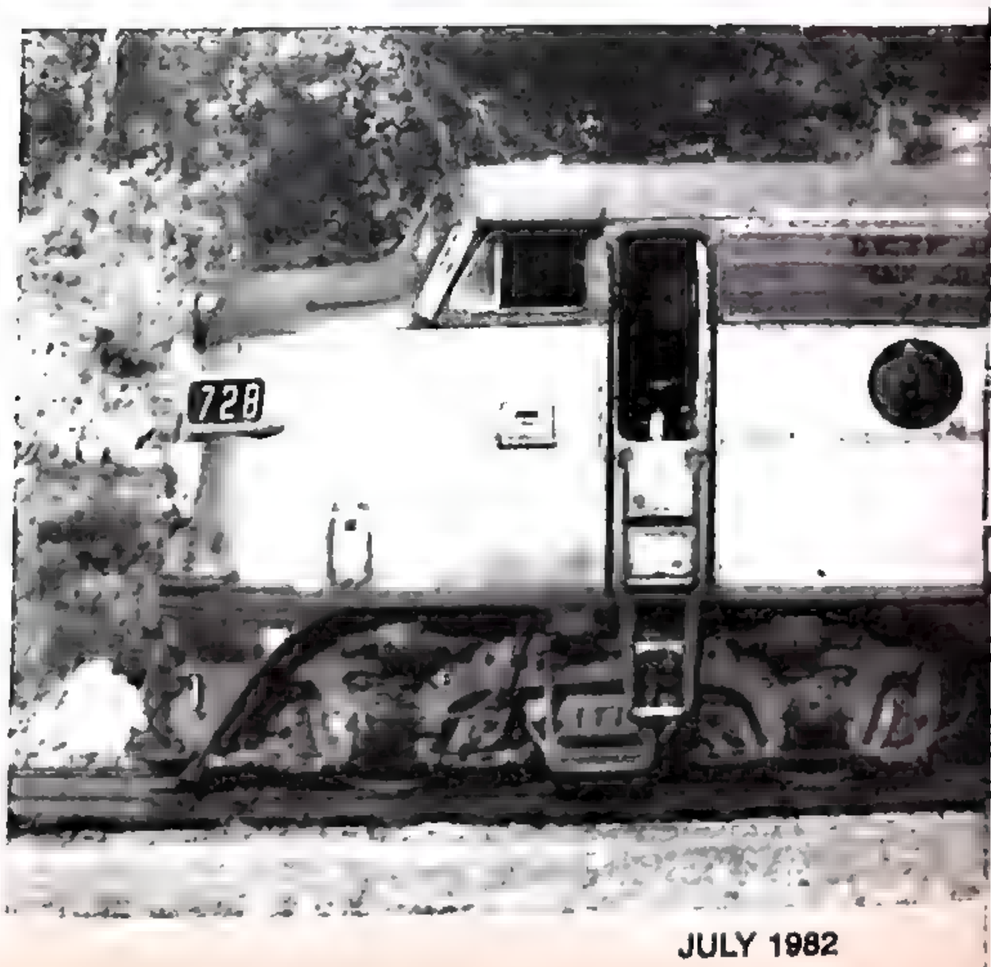
THE BRACKEN LOADER at Hooker is usually the busiest and takes the most switching. This is nearly the same spot as the steam photo on page 34, notice the power pole by the Route 38 underpass. The little Black Fox Loader (**bottom left**) is just west of there. The action at Queen Junction was good in July 1981 (**right**) as the Fs work the empty yard and pull around the curve to the east just as a southbound "Super Train" passes with SD18s in front and SD38s trailing past railfan Gordon Lloyd, Jr. The view from the hillside above Queen Junction is impressive (**below right**); the scene looking northwest is shown on page 41.

The Black Fox is the last loader on the line, and from there west the railroad rambles through the hills toward the B&LE main line at Queen Junction. The back roads stay pretty well with the tracks until they turn south in the Muddy Creek valley just east of Route 308. There are a couple of nice photo locations at this point, including a cut and road overpass slightly to the south, but the way "out" and over to 308 is a detour northwestward that will give the train quite a head start on the pursuing railfan.

Just south of the Route 308 crossing is a road that follows the tracks westward, and in less than a mile is a sign pointing to "QUEEN JUNCTION, POP. 44+1." The railroad access road on the south side of the tracks is usually chained and locked, so the best way into the yard and junction is directly into "town" and down the derelict road to the now-abandoned grade crossing at the midpoint yard throat.

The yard at Queen Junction is a beauty of simplicity with four tracks for loads curving around the hill with the magnificent double-track Bessemer main line sweeping through on the west. North of the interchange crossover are three long tracks where the empties are left. Viewed from the west side of the main line—and safely off the tracks—the Fs present a handsome sight working in the late afternoon sun.

The old WA main line to West Pittsburgh continued almost due west on the alignment of its line approaching Queen Junction and passed under the B&LE main just south of the yard. Today's curving yard tracks form what amounts to a northeast quadrant wye, and another detrucked steel bay window caboose serves as a depot. In steam days, weighing the outbound loads at a scale in the Queen Junction yard was a standard procedure, but this practice seems now to have been discontinued.



In spite of the fact that daylight moves on the B&LE main are rather sparse, on two of my three visits a southbound "Super Train" passed through while the WA was in town. A B&LE Super Train is one of their hotshot ore moves from Albion to Pittsburgh that gets three SDs on the point and a pair of SD pushers cut in ahead of the caboose that make the entire run without cutting off.

On the September visit, a northbound caboose hop arrived just after dark and made a pick-up while the Fs were still in town. The trio of SDs cut off their caboose on the fly and the Fs ducked into the empty yard to get in the clear while the road job's brakeman lined the crossovers. The SDs grabbed their 40-some-car pick-up, were back on their caboose, made an air test and were rolling again in less than 15 minutes. The sound of the SDs howling northward as the Fs growled their way to the east in the darkness was definitely a candidate for "Great Moments in 1981 Railfanning."

During the long days of summer you may be lucky enough to be able to follow the WA job all the way back to Kaylor in daylight if the work isn't too heavy. One word to chasers, however: The Fs tend to move a bit quicker with empties in tow, and the return chase can become a bit frantic if they get too far ahead of you. Plan your moves and drive with care.

While the 721B was idle during our visits in 1981, a recent check on the status of the B&LE F-unit fleet by Jerry Moyers (see roster box) shows that the B-unit is now back in service and the yellow 725 is now the spare at Kaylor. This means that the WA is running with a "perfect" orange and black A-B-A road set!

The Western Allegheny is a curious mix of short line and big time railroading and a welcome relief in the increasing sameness of Conrail country. Keep in mind that like most freight operations, the WA goes to work *usually* at 4:00 p.m., but that is subject to day-to-day change due to traffic conditions. And if you'd like to make a full day of B&LE action in the area, the Hilliards Branch a few miles to the north has a daylight job that works a similar coal line with an SD stationed at Branchton.

The Western Allegheny has held a particular fascination for me ever since I first read about it in Morgan and Hastings' travels in "Steam in Indian Summer" in a *Trains* magazine in the mid-1950s with Pennsy 2-8-0s, Bessemer "battleship" hoppers and a portholed boxcar caboose. Although I had known of its existence and B&LE F-unit power, distance and timing had prevented me from actually visiting there until July 1981. It was truly satisfying to discover that the little railroad that had intrigued me for over a quarter of a century was not only still running but was every bit as charming as I had imagined it to be.

B&LE's remaining F7s

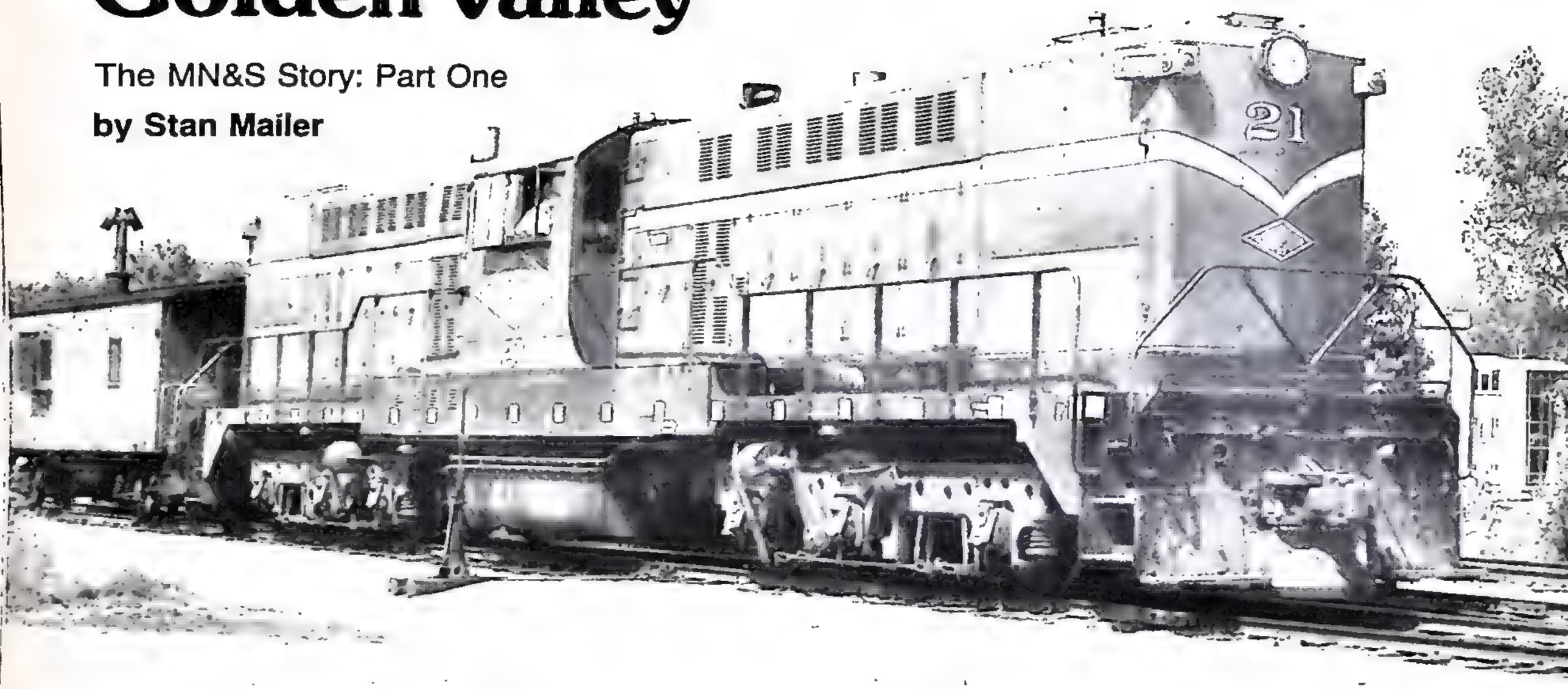
Number	Status
715A	Leased to P&C Dock
715B	Leased to P&C Dock
716B	Leased to P&C Dock
718A	Leased to P&C Dock
719A	Leased to P&C Dock
719B	Leased to P&C Dock
721A	Stored at Greenville
721B	Operating at Kaylor
722A	Leased to P&C Dock
725A	Stored at Kaylor
727A	Operating at Kaylor
728A	Operating at Kaylor

Status March 31, 1982

The Blue Dragon of Golden Valley

The MN&S Story: Part One

by Stan Mailer



Where were you on August 22, 1974? Whatever you were engaged in that day, no doubt it was the usual humid, uncomfortable dog day; you may have been hunched over a favored lens, freezing an historical moment in a shrinking railroad world. Take the hunted Baldwin, for example: In Minnesota, where once there were many and now few, you could have seen the last moments of life granted the Blue Dragon of Golden Valley. It was on that day that the Blue Dragon, alias No. 21 of Minneapolis, Northfield & Southern Railway, ceased its "fearless roar,"—a double-engined roar. No. 21, the nation's last common carrier Baldwin transfer locomotive, came to an end, succumbing more to progress than to any specific ailment.

Standing just inside the ample, well-designed locomotive shop of the MN&S Glenwood Junction—which is located in the Minneapolis suburb of Golden Valley—on the last day and hearing No. 21 come to life, you might have thought a bit about the marvelous, extinct dragon who simply melted away before the onrush of time and progress. There were some whose crafts demanded an extra modicum of patience, and these men might have seen the passing as less than sad. They may indeed have seen the great battleship of a locomotive in less wistful terms. There were once five other 175-ton dragons, towering over great cast-steel frames and six Westinghouse motors (which hummed like no others in memory) in massive

STAN MAILER

Commonwealth trucks. No one else that day could speak in either positive or negative terms of similar motive power under ICC regs.

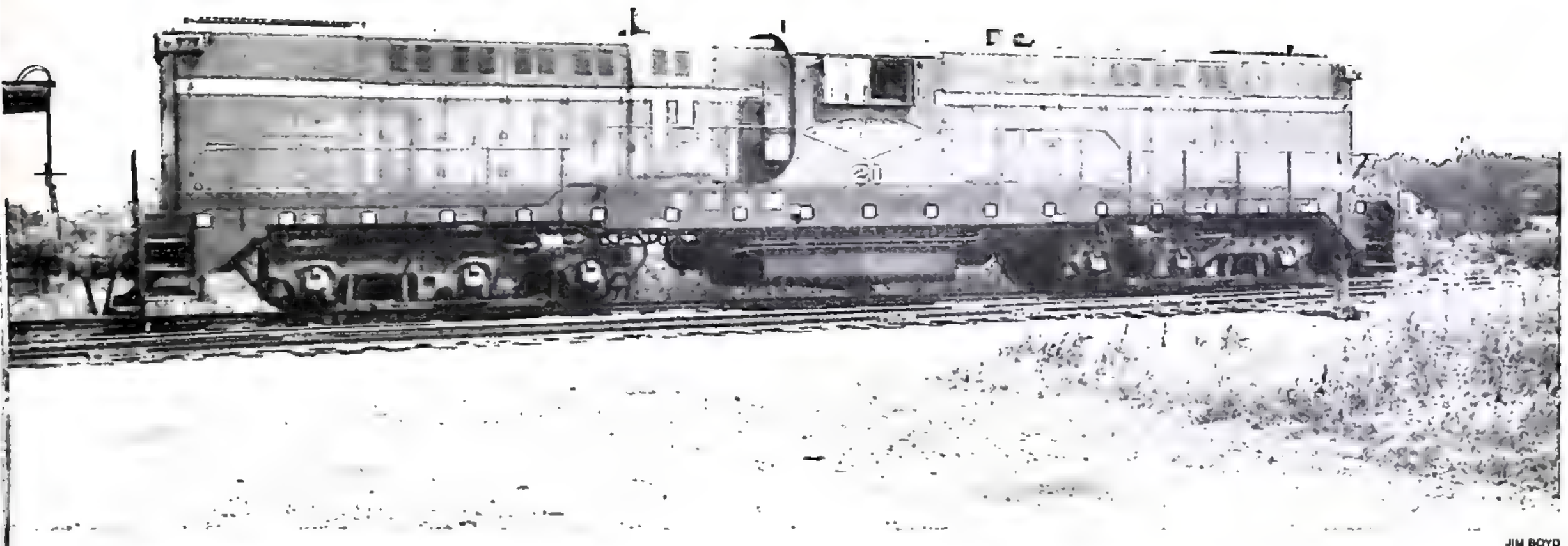
There were, of course, two shirt-tail cousins, late of the Western desert, and written off by their borax-hauling former owners as so much junk. Trona Railway officials were surprised and baffled when Peabody Coal recommissioned their former Baldwin centercabs 50 and 51, to bake still further in the heat of southern Illinois. Eventually, after burning up a dizzying number of main generators, the pair went off to East St. Louis and metallurgical execution. This left only No. 21, favored by Nordic gods, to move forth in Minnesota afternoons on genteel transfer and switching tasks, mounting a dignity (for if a big DT did anything under adjectival cloak, it moved with *dignity*) off to Crystal, Humboldt and Northtown.

Four days before No. 21's end, the big blue and silver machine went to work as usual and spent a brief time making up a short train for MN&S' northern deliveries. The transfer job headed out from Glenwood Junction to Western Avenue, where it turned northward toward Crystal. No. 21 and its train passed through the backyards of respectable apartments, with noonday washes just about dry, both oblivious and blasé about blue and silver diesels and trains in general. They wouldn't have long to wait before the Blue Dragon would, indeed, cease its fearless roar. Underway, engineer Henry Luoto let No. 21 rumble easily along, alone in the big cab, with two big control stands and their pot-belly-stove throttle handles. No. 21 had seats, like genuine leather, it seemed, which afforded a view down two respectable-length hoods. Everything came in pairs, with ample brasswork all around. Baldwin spared little in those lower-cost days just after the war. Leaning from his high cab, Luoto had a brief comment on that fourth-to-last day: "She's on her last legs." Prophetic indeed.

The story of the big double-engined Baldwins was not begun by the MN&S, although it certainly ended there. Elgin, Joliet & Eastern takes credit for requiring a machine capable of high horsepower for heavy transfer runs which would dovetail with a desire to eliminate service terminals—read turntables and wyes—and put it under one engineer. This would allow the "J" to eliminate their fleet of modern Mikes and make it a clean way out. The Baldwin men, not strangers to the property, paid calls and got orders. The early VO diesel engines, in a long straight-eight pattern of 1000 h.p. each, had cylinder heads

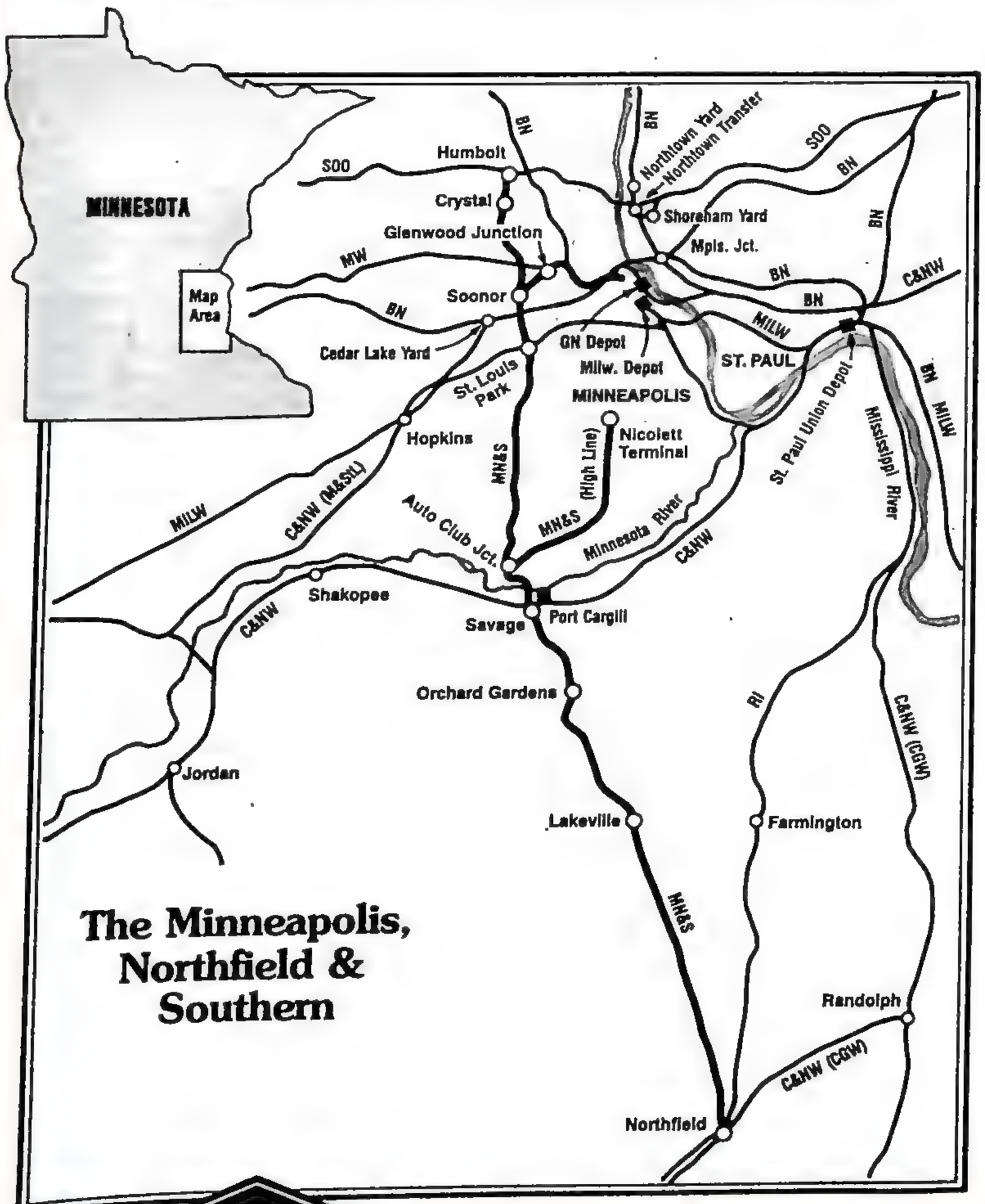
BIG BLUE CENTERCABS were numerous around Glenwood Junction in August 1965, when the 20 and 23 paused in the yard after the 23 brought in a transfer from the west (below). Our "Blue Dragon," No. 21, posed at Glenwood (left) in August 1966 and was still around to join the FMs and EMD 31 at the shops (below left) in 1974.

THREE PHOTOS JIM BOYD



JIM BOYD

THE MAJESTY of the big Baldwin centercabs is evident in the 21 here at Glennwood Junction in August 1966. These units carried two six-cylinder 1000-h.p. diesels.



The Minneapolis, Northfield & Southern

bolted down in an asymetrical way, which were difficult to keep tight. Exhaust manifolds, studded into this arrangement defied most attempts to make tight joints. This accounts for many a Baldwin having home-remedy stack modifications. EJ&E's first DT6-6-2000, No. 100, came with two of these, living on to frequent in-yard only assignments. The idea of a double-ender was not finished, and Baldwin managed to sell the company 25 DT's with the newer six-cylinder 606SC engine.

The DT's were conceived in a steam-era time of squabbling over doubleheading versus multiple-unit definitions, in which crews questioned the status of their duties. As they saw it, two engines and two cabs as a pair of locomotives in multiple should be considered a doubleheader, requiring extra crews or greater pay. Baldwin's answer was that two engines with only one cab could hardly be considered anything other than one locomotive. (This same era of m.u./doubleheader dispute resulted in many roads putting the same road number on all units of a multiple unit set so that they would qualify as "one locomotive" under union agreements.) Eventually it was settled in favor of m.u.—that the condition was not one of doubleheading unless specifically called such.

The MN&S had started its formal dieselization with a Baldwin VO660 switcher in 1940. As it is with smaller roads, tradition and familiar vendors can sometimes prevail where severe service is not the norm. Baldwin prevailed on the MN&S from 1940 until it bought its first EMD switcher in 1962.

Although it may be only a coincidence of timing, Baldwin barnstormed Minnesota in 1948 with EJ&E DT6-6-

KODACHROME: STEVE GLISCHINSKI

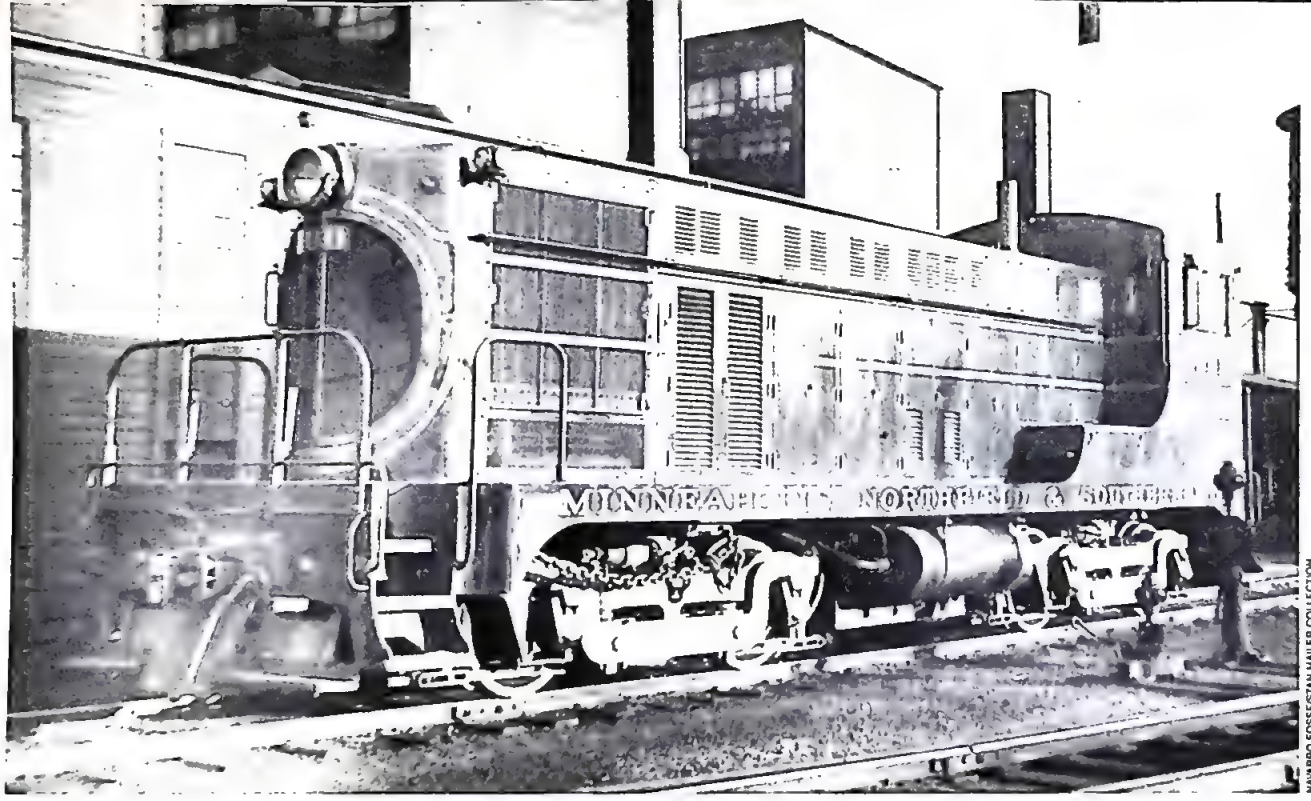
RARELY TEAMED UP together on the home road, SD39s 40 and 41 were on lease to the Soo Line on October 13, 1979, heading Train 71 out of Superior, Wis., just east of Blackhoof, Minn. MN&S DRS6-6-1500, No. 15, (below), was at Glenwood Junction in 1965.

2000 108, and old customer MN&S was perhaps shown the goods. At any rate, five new DT6-6-2000s, 20-24, were delivered to MN&S in late 1948 and early 1949. (Baldwin was much less successful in swaying its intended customer, Duluth, Missabe & Iron Range, to the big centercabs).

While 1946 saw the first DT, 1948-1950 were the glory years for the 606SC-engined centercabs with seven going to the Santa Fe, four to the Duluth, South Shore & Atlantic, two to California's Trona and one to the Cotton Belt, in addition to the 26 for the EJ&E and five for the MN&S. Baldwin merged with Lima-Hamilton in 1950, and the centercab transfer units built after that were upgraded to 2400 h.p. and reclassified as RT624s. The Pennsy was the largest and last customer for the centercabs, acquiring 23 of them between 1951 and 1954. The only customer for the BLH brutes other than the Pennsy was the MN&S, which acquired its No. 25 in 1953. (Interestingly, Lima-Hamilton began producing its own monster centercab transfer unit, rated at 2500 h.p., just about the time of the BLH merger and cranked out 22 of them for the Pennsy during the next year or so before the production line at Lima was shut down.)

The MN&S was contented with its Baldwins, picking up their one-and-only DRS6-6-1500 road switcher in 1950, and following it up with that last centercab, RT624 No. 25, in 1953. With all those six-motor Baldwins, the MN&S had the horsepower and tractive effort it needed for its Minnesota River grades, down into the valley which once held the citadel of Colonel Marion Willis Savage, storied magnate and creator of a railroad called the Dan Patch Electric Lines.

EKTACHROME: JIM BOYD



NAVARRO FOSSE/STAN MAILER COLLECTION

THE MN&S' FIRST DIESEL was Baldwin VO660 No. 600, shown here in 1940 at the old wooden Glenwood Junction shops. It was renumbered 60 and was stored dead in 1966 (**right**), while ex-EJ&E 482 continued to work as MN&S 12 (**right top**).

Savage and the Dan Patch

The MN&S came into existence shortly after the turn of the century as the Minneapolis, St. Paul, Rochester & Dubuque Traction Company, the brainchild of businessman and land speculator Colonel Marion Savage, who bought the famous racehorse Dan Patch to promote his line of stock feeds. His railroad became known by the much simpler title of "The Dan Patch Electric Line" and spent its entire early history trying to become prosperous enough to be able to afford overhead trolley wire, running in the meantime with gas-electric motor cars and very early gas-electric locomotives.

The line never did string trolley wire and was reorganized in 1918 as the Minneapolis, Northfield & Southern, which went on to become a freight belt line from the northwest side of Minneapolis to a connection with the Chicago Great Western and Rock Island at Northfield.

In 1927 the MN&S took over operation but not ownership of the Minnesota Western, which stretched 115 miles westward from Minneapolis through Hutchinson to Gluek, Minnesota. The MW had an interurban-without-wires history very similar to the Dan Patch Line, running with gas-electrics and a handful of 2-6-0s as the Electric Short Line, or "Luce Line."

During the Depression years the MN&S began acquiring an interesting fleet of second-hand Russian Decapods to augment its modest fleet of Moguls and 2-8-0s. Both the MN&S and MW operated their gas-electrics into the 1940s, when things began to change.

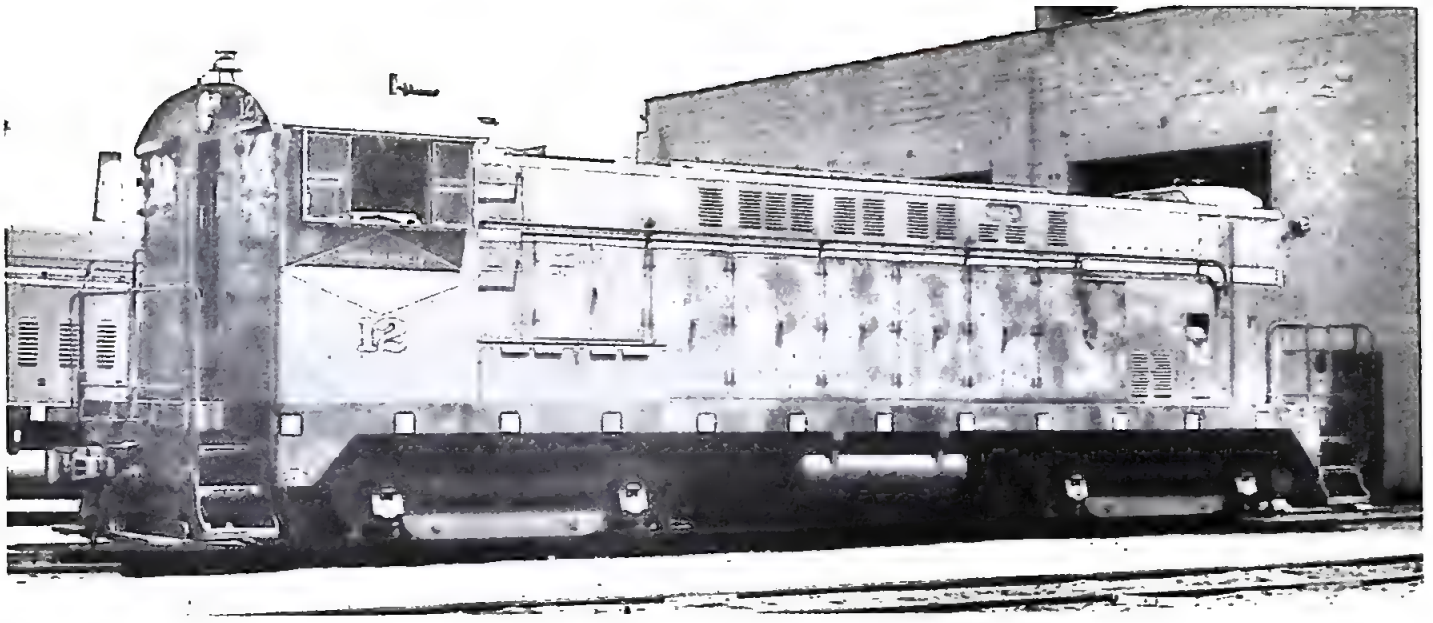
Dieselization

The MN&S was true to its internal combustion heritage and bought its first diesel locomotive, No. 600, a "fish-mouth" Baldwin VO660•switcher, in 1940. The Minnesota Western got a similar unit, its No. 1, in 1942, and followed that right after the war with a classic Fairbanks Morse H10-44, No. 51, in 1946.

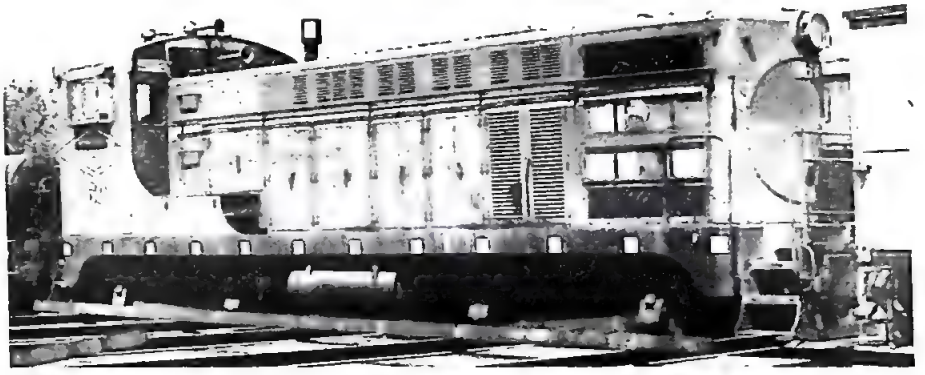
Replacements for the Russian Decapods came with the arrival of the first five Blue Dragons, the Baldwin DT6-6-2000s, in December 1948 and January

TWO PHOTOS FAIRBANKS MORSE/DON GINTER COLLECTION

THE MINNESOTA WESTERN owned two FM switchers that later went to the MN&S. MW 51 was delivered in 1946 in a paint scheme of black frame, blue-gray body, red stripe and white top (**right**), while MW 10 (**above**) of 1951 came in MN&S blue and white.



TWO PHOTOS, JIM BOYD



1949. In 1950 the lone Baldwin DRS6-6-1500 road switcher, No. 15, arrived, and the MW picked up its last diesel, FM H12-44 No. 10, in 1951—although an H12-44, the MW 10 still had the Loewy carbody and overhanging roof of the H10-44s. The last Baldwin centercab, RT624 No. 25, arrived in Golden Valley in July 1953, and the MN&S rounded out its fleet of Baldwins with a second-hand VO1000 from the EJ&E in December 1954; EJ&E 482 became MN&S 12.

Throughout this time the Minnesota

THREE PHOTOS JIM BOYD

MN&S All-Time Diesel Roster

No.	Builder	Model	Date	Notes
10	FM	H12-44	1/51	Ex-MW 10; stored Glenwood Jct. since 6/79.
11	FM	H10-44	9/46	Ex-MW 51; sold to Hallet Dock Co. 5/76.
12	BLW	VO1000	9/44	Ex-EJ&E 482, to MN&S 12/54, scrapped 11/68.
15	BLW	DRS6-6-1500	3/50	Scrapped by MN&S 5/81.
20-24	BLW	DT6-6-2000	12/48-1/49	Scrap dates: 20, 22 in 1968; 23 circa 1975; 24 circa 1966.
25	BLH	RT624	7/53	Scrapped circa 1965.
30,31	EMD	SW1200	9/62	
32,33	EMD	SW1200	2/64	
34,35	EMD	SW1200	5/65	
36,37	EMD	SW1500	1/66	
40,41	EMD	SD39	10/68	
60	BLW	VO660	6/40	Nee-MN&S 600, scrapped by MN&S 4/68.
61	BLW	VO660	?/42	Ex-MW 1, sold to Cargo Carriers 122 before 1966.

COMPILED BY Jim Boyd from *Extra 2200 South* and MN&S sources, March 1982.

STAN MAILER

BIG RED "MNS" was applied to H10-44 No. 11 in the mid-1970s before it was sold to Hallet Dock.

Western was being operated by the MN&S, although it had already been sold to Cargill. In 1956 the MW changed hands again, and this time to depart the Dan Patch family forever. The new owner was the Minneapolis & St. Louis, and in the transfer the MN&S retained the former Electric Short Line Terminal Company trackage to the site of the old downtown passenger terminal and got the three MW diesels, the one Baldwin and two FMs. The "Louie" ran the MW with its own units until its merger into the C&NW in 1960, at which time yellow and green Alco switchers became the norm. The little line to "nowhere west" was pulled back to Hutchinson in the late 1960s and was finally torn up in the summer of 1973.

The 1960s brought an end to Baldwin dominance on the MN&S. In 1962 they bought a pair of EMD SW1200 switchers, but both were equipped for road service with Flexicoil trucks and m.u.—up to this time only the two FMs were multiple-unit equipped. The EMDs also arrived in the MN&S' standard and distinctive Hancock air whistles which chimed like steam locomotives. The EMDs were a great success and were followed with an additional pair each in 1964 and 1965, permitting the retirement of Dragons 24 and 25 –ironically, the newest centercabs were the first to go.

Two tall EMD SW1500s on road trucks completed the MN&S switcher fleet in January 1966, permitting more Baldwins to be disposed of. VO660 61 (the old MW No. 1) was sold to Cargo Carriers as their 122, and the other two Baldwin switchers, 60 and 12, were cut up in 1968, along with Dragons 20 and

22. October 1968 saw the arrival of the MN&S' last new power, EMD low-nose SD39s 40 and 41, big blue brutes worthy of the task of Dragonslayer.

The Dragons weren't easy conquests, however, and the 23 continued to rumble until it went into storage in 1972, while the 21 and road switcher 15 continued the Baldwin tradition for two years more. The 15 was the first to go, victim of a small fire a few weeks before the 21's final moments on August 22, 1974.

In the early 1970s one of the FM switchers, the 11, was treated to the "new image" paint scheme with the huge MNS on its flanks; in May 1976, however, this unit was sold to Hallet Dock Company to work their Dock No. 6 in West Duluth—reportedly still in MNS livery. Its mate, the 10, continued to work until April 13, 1978, at which time it went into storage at Glenwood Junction. The 10 was put back to work for a week in June 1979 when EMD 30 was being rebuilt, but then it went back into storage, as it remains to this day. The 23 was cut up in the mid-1970s, but the 15 remained intact until May 1981, when it was cut up on the Crystal team track. Currently the six SW1200s (30-35), two SW1500s (36-37) and two SD39s (40-41) are the MN&S' working roster, with the FM 10 and Dragon 21 idle at Glenwood.

Today's MN&S has felt the pinch of the 1970's "decade of downs," to even further business bleakness of the 1980s. Traffic in paper, cement, brick, steel and lumber doesn't spell prosperity in high-interest-rate times. Mergers of old interchange partners have drastically altered the railroad map of the Twin Cities area, and the loss of the Rock Island was a particular blow on the Northfield end. Since the C&NW has taken over operation of the Rock Island line through Northfield, the MN&S no longer has to run over to Randolph for the CGW/C&NW traffic.

Present operations consist of a BN/Soo transfer, the "High Main" local, two Glenwood switch jobs and the Northfield run. The Northfield Turn is called for 11:00 p.m. Sunday through Thursday, usually with two or three switchers and occasionally one of the

EMD SWITCHERS became the mainstay of the MN&S in the mid-1960s. SW1200 34 and SW1500 37 were at the modern Glenwood Junction shop in August 1966. In October 1967 three SW1200s and an SW1500 were headed for Northfield, crossing over the GN main line (left) west of Cedar Lake and approaching the Savage bridge (below).

TWO PHOTOS JIM BOYD

HIGHWAY 31 and the MN&S share the Minnesota River bridge above Savage, but the highway portion is now closed.

SD39s thrown in. They arrive at Northfield about 4:00 a.m. and switch there until about dawn. The local Malt-o-Meal plant makes good use of the big blue boxcars as well as one covered hopper in an experimental gold and maroon paint scheme.

Once the train is lined up for the northbound run, the units will whine up the steep grade out of town, run crosslots to Lakeville's Air Lake Industrial Park and spot cars for the customers' morning crews to handle. The SDs gave some problems by derailing on some of the sharp curves in the I-park, so they are now used into there only in the company of one of the SW1500s, both of which are equipped with flange lubricators.

Once finished at Lakeville, the northbounder heads home for Glenwood Junction, crossing the Minnesota River above Savage on a unique bridge which generated controversy not long ago. Located north of the Port Cargill elevators, the old swing span carried both the railroad and Highway 31, side-by-side. The MN&S found that salt from truck traffic was eating away at the veteran structure. The MN&S raised the county's dues for use of the bridge, and the government refused. The result was a closed traffic lane, and today the bridge carries only steel wheels.

The Northfield job does little work north of Savage, for that territory belongs to the High Main local. Originally two jobs (the High Line local and Main Line local), the High Main today covers the work on the main line between Glenwood Junction and Savage and the High Line, the original Dan Patch main from Auto Club up to Richfield and the Nicollet terminal. Called for 7:00 a.m., Monday through Friday, the High Main gets switchers and works its way south, handling the Milwaukee Road interchange at St. Louis Park, to the grain elevators at Port Cargill. Since the Port Cargill yard is switched by the C&NW, the High Main delivers and picks up the MN&S cars and then generally turns northward to work the High Line and return to Glenwood.

The Transfer job out of Glenwood Junction is the normal home for the SD39s—though usually only one at a time. Called for 11:00 a.m., Sunday through Thursday, the Transfer normally works east to the BN at Northtown, crossing the Mississippi just north of the old GN Minneapolis depot and delivering to the BN Northtown Transfer Yard. It then returns with a consist off the BN to Glenwood, where it picks up a new train and runs up to the Soo Line interchange at Humbolt Yard.

Happily ever after?

As the winter snows entomb the frigid hulk of the Blue Dragon on its storage track at Glenwood Junction, the future of it and its railroad is facing possibly drastic change. In January 1982 the Soo Line sought ICC permission to buy the MN&S, after the directors and shareholders of Glen Valley Realty, Inc. (the MN&S's owners) approved the sale. An ICC decision is mandated by year end, but all involved anticipate approval well before that time. Both employees and officials of the MN&S view this development with optimism. The Soo is also proposing to acquire the Minneapolis to Kansas City line of the defunct Rock Island (the line presently being run by the C&NW), and the MN&S would make a very handy direct connection from Soo's Humbolt Yard to the Kansas City line at Northfield.

Meanwhile, MN&S management is

JOHN D L JOHNSON

AN SD39 AND SW1500 are about to depart northward from Northfield on January 23, 1974. A week later, a job was departing westward out of Glenwood Junction (below left) with one each of the MN&S's EMDs. In late May 1973 the Blue Dragon was dropping down the ramp (below) off the Soo Line bridge at Northtown Transfer as an impressive lash-up of BN/NP six-motor GEs passed in the background. The MN&S no longer uses the Soo bridge but reaches here from the south via Minneapolis Junction.

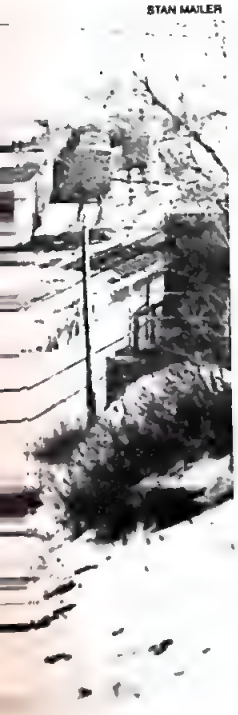
well aware of the historic value of the Blue Dragon, a circumstance which explains its longevity to date. Speculation was high that the Minnesota Transportation Museum in South Minneapolis, which has restored the Dan Patch gas-electric locomotive 100 to serviceable condition, would become the Dragon's ultimate home. The old Dragon may get there by a circuitous route, however, as the Escanaba & Lake Superior has expressed interest in buying it for its two Baldwin diesel engines, the likelihood being that the engines may continue to growl in other Escanaba Baldwins while the Dragon itself goes on to the museum minus the 606SC's.

In a world less disposed than ever to spending money on historical machinery, and with a tight economy and new ownership facing its home road, perhaps time has run out for the Blue Dragon of Golden Valley. Perhaps not.

Next issue

The early history of the MN&S and MW will be detailed in the September '82 R&R, along with photos and rosters of the steam power and motor cars. ⊂

STAN MAILER



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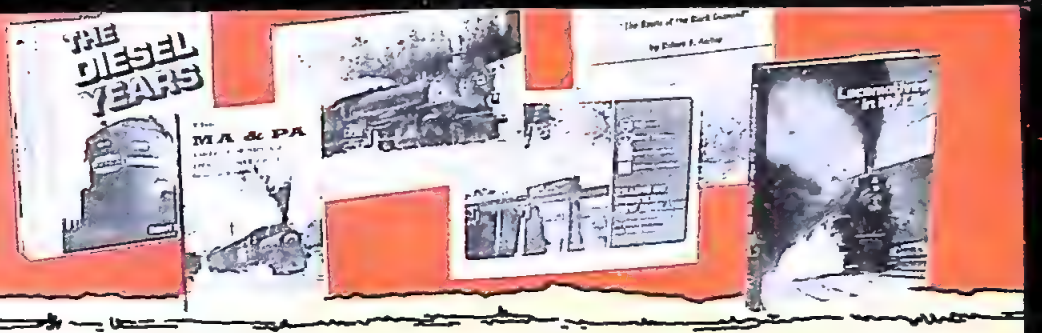

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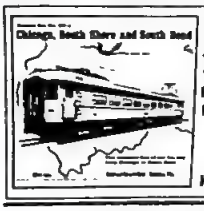

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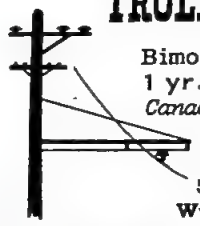

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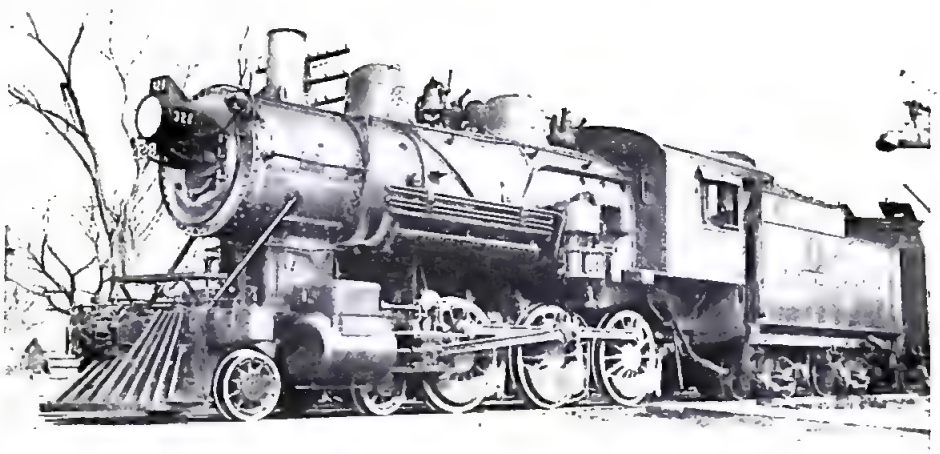

IN MAY 1940 Northern Pacific S-10 4-6-0 328 paused at Rush City, Minn., on the Duluth-Twin Cities main line. This engine's regular assignment was the branch east from here to Grantsburg, Wisconsin.

Minneapolis' NP 4-6-0

With surprisingly little fanfare, a rather significant steam locomotive has been returned to service. Initially preserved on display in Stillwater, Minnesota, Northern Pacific 4-6-0 328 has been overhaulled by the Minnesota Transportation Museum and used on a number of occasions around the Twin Cities over the past year. Member Steve Glischinski describes the museum and the 328 project:

"The Minnesota Transportation Museum is a non-profit volunteer group formed in 1962 for the purpose of preserving and operating historic land transportation vehicles from Minnesota's past. The first project of the Museum was the restoration and operation of Twin City Rapid Transit Co. streetcar 1300. The car was saved from abandonment by the Minnesota Railfan's Association in 1954 and was obtained by the Museum in 1962. The car was restored by members in Minnesota Transfer's St. Paul roundhouse, and after years of searching for a permanent operating site, was returned to service in 1971. The site was a portion of the old Como-Harriet line near Lake Harriet in Minneapolis, which had remained intact. Members built a new carbarn and relaid track and overhead wire. Today the restored Como-Harriet Line is a major tourist attraction in Minneapolis. This year a second car will join the 1300 on the C-H line, ex-Duluth Street Railways 265, which was the object of an intense restoration effort by members. The body of the 265 was used as a cabin in the Wisconsin woods from 1939 to 1973, but one would never know it today, the car looks brand new. The Museum has three other streetcars still awaiting restoration.

"In 1967 the Great Northern donated Minneapolis, Anoka & Cuyuna Range #100 to the Museum. This locomotive began life as Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company (Dan Patch Lines) 100, built in 1913 as a gas-electric. It is believed to be the oldest surviving internal combustion electric drive locomotive and may be the first of its kind built. In 1917 the Dan Patch Lines sold the engine to the Central Warehouse Company in St. Paul, where it was converted to straight electric operation. The engine was purchased in 1922 by the MA&CR who used it as an electric until 1957, when it was converted to diesel-electric operation. After the MA&CR was absorbed by the GN, the locomotive was stored until donation to the Museum. In 1973 the engine was moved to a leased building at Burlington Northern's Como car shops. There a complete rebuilding and restoration was undertaken, bringing the 100 back to its approximate 1916 appearance (we'll go into more detail about this unit in the next issue when its history is outlined in Part Two of the MN&S coverage).

"The Museum took its step toward steam locomotive operation in 1976, with the lease of Northern Pacific 4-6-0 328 from the City of Stillwater. There is some dispute over the 328's origins. It was built either in 1905 or 1907 by the American Locomotive Company's Rogers Works. It is believed to have been constructed for the Chicago Southern Railway but never delivered. NP bought ten of the 4-6-0s in 1907, classifying them S10's. The 328 spent most of its service life on Minnesota branch lines, chiefly the Rush City-Grantsburg, Wis., line and the Taylor's Falls-Wyoming branch. After the Taylor's Falls line was abandoned in 1948, the 328 was out of a job and was retired in 1950. Through the efforts of the Minnesota Railfan's Association and the Washington County Historical Society, the NP was persuaded to save the 328, and in 1954 the engine was placed on display in a Stillwater park. After MTM leased the engine and removed it to Como in 1976, a restoration effort was begun culminating in the engine being fired up once again on May 30, 1981. After a day of test runs around the Como yard leads, the engine was ready for regular service once again.

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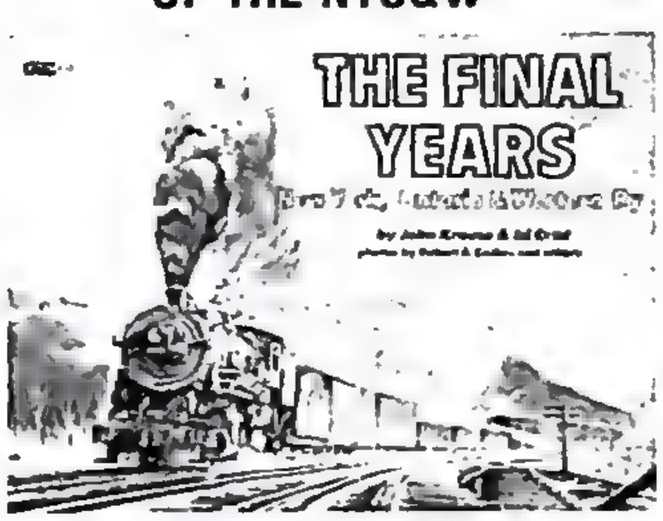

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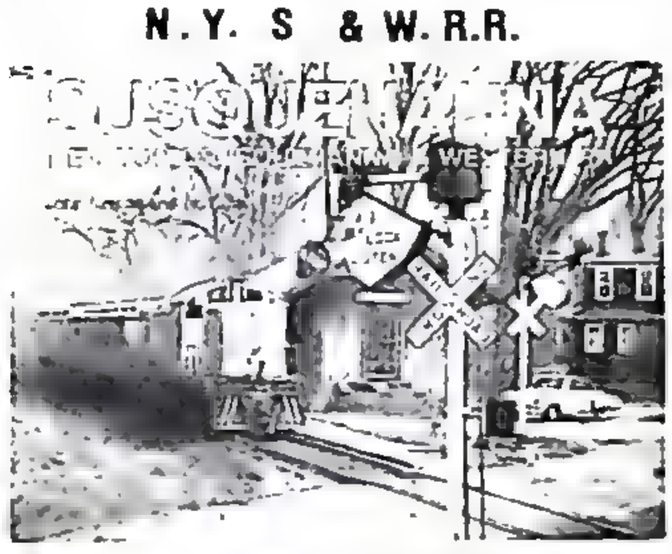

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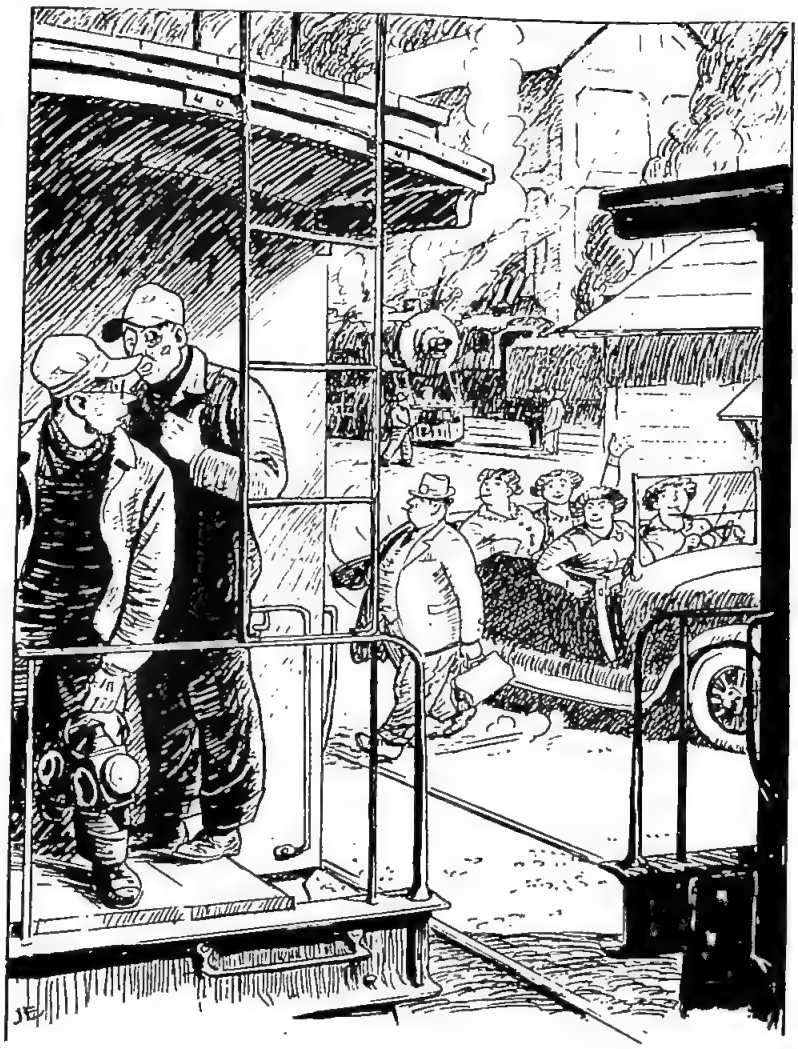


NOT ON THE WHEEL REPORT — *JOE EASLEY*

"Look, Buddy! If you want to stay on this run you'll have to marry one of the skipper's daughters—I did!"

"Throughout the time the 328 was being restored, and continuing today, the MTM has been searching for a permanent operating site for its collection. Lacking this site and faced with the prospect of having an operational steam engine with no place to run, the MTM embarked on a program of running the engine for community celebrations in and around the Twin Cities metro area. The first run in this type of service was the weekend of July 4th and 5th, 1981, for the City of New Brighton on the Minnesota Transfer. The two days of operation brought 7,480 riders. This was followed by successful operations on the Burlington Northern at Wayzata and Stillwater in August and September and two days of trips on the C&NW in Lilydale (a St. Paul suburb) in October.

"To complement the restored 328 and Dan Patch 100 the museum has acquired several passenger cars. Among them are three ex-Rock Island 100-seat commuter coaches, an NP coach and unique "triple combine" RPO-baggage-passenger car, two ex-GN/ex-C&NW lightweight coaches and an ex-GN solarium observation, an ex-Milwaukee baggage-dorm, and an ex-BN/ex-GN business car. The museum also owns three wood cabooses: ex-Soo Line (Wisconsin Central) 99014, ex-CB&Q 14534, and ex-NP 1920 caboose 1653, seen in the night shot on page 67 with the 328.

"The 1982 season for the Minnesota Transportation Museum gets underway with the annual opening of the Como-Harriet Streetcar Line on Memorial Day Weekend. Hours for the streetcar are Saturdays 3:30 p.m. to dusk, Sundays 12:30 p.m. to dusk, and weekdays 6:30 p.m. to dusk. The C-H line is located at 42nd and Queen Avenue South in South Minneapolis.

"Steam operations are tentative at this writing, but 328 should be back in steam at New Brighton on July 3rd and 4th. Also a return visit to Stillwater, site of 328's long display, is scheduled for July 17th and 18th. Still being negotiated is an appearance in Princeton, Minn., for a civic celebration on June 5th and 6th; also being considered is an invitation by the City of Northfield, the MN&S's southern terminus, to appear at the city's "Jesse James Days" celebration on September 11th and 12th. Later in September a visit to Wayzata on GN's line to

Willmar is under consideration, as is a return to Lilydale in October to wrap up the 1982 season. For more information on the museum and/or planned operations write to them at 5644 Morgan Avenue South, Minneapolis, MN 55119."

If there was ever a photograph that shows why we preserve and restore steam locomotives, Steve's night shot on page 67 sums it all up. With the passenger consist and freezer and NP caboose in the background, it recreates a long-lost moment in time for us all to enjoy today. Keep up the good work, guys.

Ontario Lines people

On the Upstate New York short lines described in the March issue by Dave Monte Verde and Jim Crosby, there are a lot of colorful personalities that keep those Alcos pulling freight, but not all were acknowledged in the article. An example is Dave Beers' Ontario Lines (Ontario Midland, Ontario Central and Ontario Eastern).

Beers is former hospital administrator for the largest hospital in Upstate (Crouse-Irving in Syracuse) but with a lifelong interest in rail management. His organizational expertise and driving energy have made the Ontario Lines a top national example of how to turn around branch lines that the Class-1s think are "uneconomic."

Both Dave Beers and Ontario Lines' Senior Vice President Bill Withuhn cut their spurs on the Virginia & Maryland/Maryland & Delaware lines. Withuhn helped Dave put together the Ontario Midland and Central and served for the first couple of organizational and operating weeks as acting general manager for those operations. Bill continues to work with Rail Management Services, the consulting arm.

The first "official" general manager for the Ontario Lines was Jim Colpoys. Jim was a general manager on the Delaware & Hudson who saw opportunity for "running his own show" on the innovative short lines. Jim helped put together the Albany Port R.R. and, at D&H, organized the *Adirondack* passenger service under Bruce Sterzing. Colpoys is now general manager of the new Ontario Eastern.

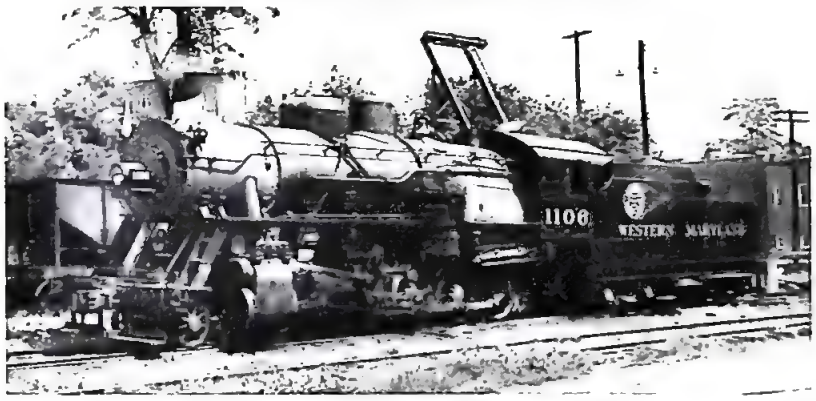
Jim Mead is now general manager of the Midland and Central, out of Sodus, N.Y. Mead, who organized the Tioga Transportation Museum in Owego, N.Y., has been involved in Upstate rail affairs for many years. At the Midland and Central, Jim can be found in the cabs of his RS11 and RS36s or in the backshop as often as at his desk. Much of Jim's time is spent with individual shippers and shippers' groups, building his market and ironing out problems as they occur. Don Brown, who was a Conrail yardmaster, is Jim's "right hand man" as agent.

The legendary George Hockaday is master mechanic. George, as a mechanical engineer at Schnectady, helped design the Alcos he now tends, and any rail operator in Upstate will testify that no one knows Alcos as well as he does. Hockaday's insights into electrical and mechanical details border on wizardry, and he is often called in by other Alco operators when the standard repair tactics have failed to correct a difficulty.

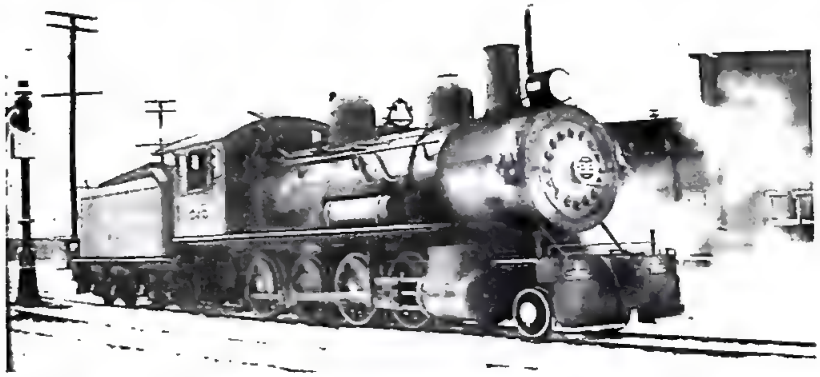
Tom McTighe serves as chief (civil) engineer, supervising track rehabilitation work, which has been extensive on the Midland's 90-lb. rail and on the Central's 130-lb. McTighe designed and supervised the construction of the new engine house, with pits and shop, at Sodus. Tom is also chief engineer for

It has the heritage

of the WESTERN MARYLAND . . .



. . . and the charm of the MA & PA.



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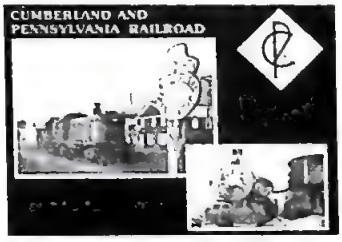

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SUNDAY, AUGUST 29, 1982: Buffalo Railroadiana/Model Railroad/Toy Train Show, Buffalo Convention Center, 100 tables. LSSAE to: Train Show - WYNRHS, Box 416, Buffalo, NY 14221. 782

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JULY 24, 1982, Atlanta, Georgia, Southeastern Railroadiana Collectors Annual Sale and Trade Show, Ramada Inn, I-85N at Monroe Drive, 9:00 am to 5 pm. Admission $2.00, Tables $15.00. Information LSSAE, John Martin, 4183 Paran Pines, Atlanta, GA 30327. 782

SUNDAY, AUGUST 29, 1982: Buffalo Railroadiana/Model Railroad/Toy Train Show, Buffalo Convention Center, 100 Tables, 10AM to 5PM, Adults $1.50, Exhibitors send LSSAE, Train Show-WNYRHS, Box 416, Buffalo, NY 14221, 716-836-6636, 692-3842. 982

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NEED MONEY, equipment, workers for operating railroad museum. Details SSAE. Railroad, Box 122, Columbia, MO 65205-0122. 782

MOVIES OF THE NYS&W, L&NE, L&HR and WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, P.O. Box 700, Newton, NJ 07860. TF

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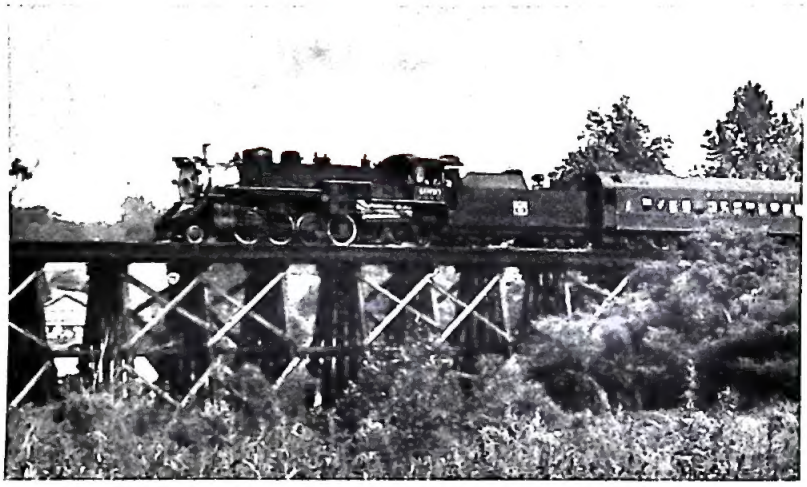

• **BRISTOL & NORTHWESTERN:** CB&Q fan-tripping 2-8-2 4960 has found a new home on a picturesque piece of mountain railroad out of Bristol, Virginia.

• **THE DAN PATCH:** A look at the early days of the Minneapolis, Northfield & Southern with motor cars, gas-electric locomotives and steam power ranging from Soo compound Moguls to Russian Decapods.

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the Livonia, Avon & Lakeville — an illustration of the "crossover" and "dual hats" of people in the short line game.

The LA&L connection is also important for Gene Blabey, RAILFAN author, UPI executive, former VP of the LA&L, and fellow organizer of the V&M/M&D and Ontario Lines with Beers, Withuhn and others. Gene was a founding father of the LA&L, one of the earliest and more successful lines to be put together specifically to run services for shippers who were about to be abandoned by a Class-1. Gene maintains a surprisingly close involvement with his railroads in spite of three years residence in England where he works presently for UPI. With creative involvement by guys like Gene and others like him, the short line solution is proving viable in many locations around the country, despite the new era of zero-subsidy. For many lines organized in the 1970s, "stand alone" economics are just fine, and the future looks good.

Jim

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KODACHROME: STEVE GLISCHINSKI

NORTHERN PACIFIC 4-6-0 328 has been restored to service by the Minnesota Transportation Museum folks in Minneapolis, and if there was ever a justification for resurrecting old locomotives, this photo sums it up. It vividly recreates a total image of steam-era NP with the locomotive, caboose and refrigerator car. Reality says it was on the Minnesota Transfer in New Brighton, Minn., on July 5, 1981, but the resulting image is truly timeless. This engine will be runing again at various times in 1982; see MARKERS for information on how to contact the museum for firm dates when they become available.

KODACHROME: JIM BOYD

EKTACHROME: GEORGE W. HOCKADAY

CENTRAL NEW YORK Chapter NRHS acquired Boston & Maine F7 4265 in a weatherbeaten blue, but it has been repainted into the handsome B&M maroon and gold for display at the New York State Fairgrounds in Syracuse, where it was the subject of a night photo session after the chapter's annual banquet on April 3. Adjacent to the 4265 is Amtrak red and silver GG1 4926—which they are threatening to paint NYO&W colors (the PRR "big keystone" scheme is more serious and likely). The CNY Chapter also owns the D&H coach shown at left behind Ontario Lines ex-N&W RS11 36 in October 1980 on the Ontario Midland with Senior Vice President Bill Withuhn at the throttle. With Michigan's Detroit & Toledo Shore Line now absorbed by the GTW, it's good to see the Ontario Lines carrying on the Nickel Plate colors of black with yellow zebra stripes.

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Railfan

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